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## The Janesville Gazette

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ENTERED AT THE POSTOFFICE AT JANESVILLE, WIS., AS SECOND CLASS MAIL MATTER.

BUSINESS OFFICE OPEN SATURDAY EVENING.

Members of Associated Press.  
Member of Audit Bureau of Circulations.  
Member of Wisconsin Daily League.

## WEATHER FORECAST.



Partly cloudy tonight and Sunday; probably snow west and slowly rising temperature Sunday and west portions tonight.

## OUR SATURDAY NIGHT.

The people of the South are as distinctive as the climate. It takes more than a killing frost to make them worry, and more than the promise of success to dampen their ambition.

There was no middle class, and after the war the big plantation and the aristocracy of the past. Had the old Lincoln been spared to carry out his ideas of reconstruction, conditions might have been different, but between the carpet-bagger, the poor white and the negro, civilization suffered. The old plantation houses went to decay and the land became wilderness, and much of it so remains today.

Florida is a white man's state. There are comparatively few negroes, outside of the cities, and there are no large cities. The question of labor is not a serious question because the demand is light. The state is below the cotton belt, and farming is confined to small truck patches and orange groves.

Conditions are different, however, in the middle southern states where from sixty to eighty per cent of the population is black and where cotton is the principal industry. The darkies take to cotton like a duck to water. He has always raised and harvested the crop, and will continue to do so, but he doesn't take kindly to other kinds of work and as he monopolizes the labor market the landlord has but little to say. As a result, millions of acres of good, productive land are idle in these states every year.

The scarcity of labor has much to do with preventing the northern farmer from investing in southern land. The poor white is as shiftless as ever, and the negro is not dependable.

All colored people in the South are known by their first names, and it is considered a breach of good breeding to address them by the name of "P." The colored man, a sort of general utility man about the house and so fond of flattery that whenever he was missed it was no trouble to locate him at the end of the dock.

"The cook at the 'National' is 'Mamie'." She can cook to beat the band and would be considered a jewel in a northern family. Her first assistant, a colored boy as black as the night, is addressed by the name of "P." He is a scoundrel, a sort of general utility man about the house and so fond of flattery that whenever he was missed it was no trouble to locate him at the end of the dock.

"The" was a successful fisherman and once a bonus. He rigged up an old cane pole with screw eyes for guides, and made a reel of a big spool with a single line for a handle and attached to the reel with a spike, but he caught fish all right.

One of the guests thought the boy deserved encouragement so to bough him a decent reel and line and lashed him a reel. He captured the boy all right, but his ambition developed so fast that he "flowed the coop" yesterday, and now "Mamie" is without an assistant.

With the expiring of the old generation, the last drop of bitterness has gone from the South and loyalty is beyond question. Here is a little editorial which appeared the other day in the Spartanburg, South Carolina, Herald, which shows the spirit which prevails in this part of the country. It is a tribute to Lincoln on the occasion of his birthday anniversary.

"The passing of time with the emerging of truth from the confused and bitter passions of war between the states, has served to change the South's estimate of Abraham Lincoln. He is one of the remarkable and one of the most beautiful things in the history of our country. In the South, Lincoln has come to be accorded all that is justly due him as patriot and statesman, standing for what was fundamentally right when the nation was divided over the issue of Union or no Union was decided by war.

"In his day he was wise; he was patient, and he was right. He saw further than those about him, and in striking contrast to many who surrounded him in those days, his motives were high and his purposes pure. If this were not true it could not be said even today in the South.

"The clouds have rolled away and we have come to know each other better."

"No North, no South, no East, no West," expresses the sentiment which is true today in a larger sense than ever before. The war cemented the nation and made perfect a union not possible under old conditions. The South would not return to slavery, if it could.

The "National" hotel this winter is under the management of J. P. Caperton, an old hotel man from Nashville, Tenn. His sister, a maiden lady, is the housekeeper, and a bachelor brother from Chicago is spending the winter with them. They are southern people and "J. P." with his dialect and gestures would be a star on the vaudeville stage. He is as full of darkey stories as a nut is of meat.

He tells one to his friend, Ed. Armstrong, who lived alone on an old plantation and had in his employ as cook and housekeeper "Aunt Jane."

who had been in the family "before the war," while her husband, "Uncle John," was general utility man about the house.

The "colored" church was located in a little town a few miles away, and on a certain Sunday a noted colored preacher was to hold forth, and Aunt Jane was very anxious to go, so she screwed up her courage and asked Massa Armstrong's consent, which was readily granted. The dinner was prepared before she went, as she would not return till late.

About ten o'clock in the evening Mr. Armstrong was smoking out on the veranda when Aunt Jane came up the steps. He said to her:

"Well Aunt Jane, you went to church, how did you like the preacher?"

"Oh, Massa Armstrong he was the greatest preacher I eberd heerd. He preached and he preached a mighty sermon, and Massa Armstrong you ought to heerd him pray. He prayed and he prayed till he almost raised the roof. I nevah did heah no such prayin'."

As she passed into the house Uncle John came up the steps, and Mr. Armstrong said:

"Well, Uncle John how did you like the preacher?"

"Oh, Massa Armstrong, I liked him fine. He preached and he preached and Massa Armstrong you ought to heerd him pray. He prayed and he prayed and Massa Armstrong he ask de Lord for wine and honey and a lot of things them darkeys didn't know de Lord had."

Mr. Caperton was acquainted with "Bill Taylor," governor of Tennessee for a number of terms, and later, when he died, Governor Taylor was in great demand as a lecturer. His southern dialect stories made him famous. He used to tell one about old Uncle Ephraim and the possum.

Uncle Eph, like all other darkeys, was very fond of possum. He lived in a little cabin in the woods, and one day he caught a nice fat possum and took him home to cook him. He garished the pan with a nice lot of sweet potatoes with plenty of gravy, and then put him in the oven and laid down to take a nap while he was cooking.

Before he went to sleep, he soliloquized and said, "Now, I'm going to eat dat possum twice. I'm just going to sleep on dream dat I ate dat possum and all dat gravy and nice sweet taters, and den I will get up and open de oven doah and take out dat possum and eat him sure enough, and then he went to sleep.

About that time Sambo, another darkey, came along and stopped near the cabin when he got a whiff of the savory possum, and said:

"How come, Uncle Eph must have a possum."

"Then he stole up to the door, and peering in saw Uncle Eph sound asleep with the possum steaming in the oven. Cautiously he crept in and captured the possum and prepared to make a meal while Uncle Eph snored on dreaming about the feast he was to have."

Sambo picked the possum clean, ate up the sweet potatoes and all the gravy he could hold, and then looked at Uncle Eph in his bed still snoring. Then a happy thought struck him. He gathered up the bones and carefully scattered them around Uncle Eph's face, garnished them with sweet potatoes, and laid a handful of gravy over his mouth, and then stole away.

Presently Uncle Eph woke up. He sniffed and said, "For de Lord sake dat possum do smell good." Then he put his hand up to his face and picked up a bone and said, "Dat sure am a possum bone and dat sure am later skins. Then he smacked his lips and said, "Dat sure am possum gravy, so my dream sure come true. Now I get up and eat him again."

Slowly he got to his feet and went to the oven to find it empty. Then he sat down on a bench and said, "How come, I shore did eat dat possum, but of all de possums I avah did eat dat possum gives de least consolation to my stomach of any possum I ever did see."

And yet some people think that the darkey has no sense of humor.

## The Daily Novelette

## TWO ORCHESTRAS.

"Do people really eat and dance simultaneously, dear teacher?" asked little Rollo. "And if they do, is it not injurious to their digestion?"

He had just read the following sign in great electric letters: "Bust-em-up Cafe. Dine While You Dance. Dance While You Dine."

"Yes, Rollo," replied Mr. Prooms. "I have heard on good authority that in such resorts one dances while one is not dining, and vice versa. And it is not incompatible with perfect digestion. I must confess, Rollo, that it is one of the few phenomena of life which really puzzle me. Let us go in this self-styled watermelon cafe and learn by experience, over the best way to learn."

And Rollo and Mr. Prooms entered the cafe and took seats at one of a number of tables surrounding a dance floor, upon which couples were chivvying, were doing the Lame Man's Lurch, the Kitchen Sink, the Pussy Foot Paddle and other rather old-fashioned dances, for it was not a fashionable place.

Mr. Prooms started, for his eye had fallen on the menu and the following items: "Boston beans and gratia, 45c; Braised kidneys, 45c; Chicken stew, 45c; Half an onion, 45c; Fresh, 45c; Planked hush, 85c."

"What'll you have, gentles?" asked a waiter.

"Ah," said Mr. Prooms briefly, as more puzzled than ever, he led Rollo out again and got him a cent's worth of salted peanuts from a slot machine.

## OLD STEEL TOOLS HAVE BIG VALUE

Minneapolis, Minn., Feb. 24.—Articles made of steel, bought three years ago, may be sold today for more than the original purchase price, irrespective of their depreciation in value.

George L. Gillette, a Minneapolis steel man said today, in explaining the high cost of steel,

## JOHN BULL SEEKING BUSINESS MEN AS CONSULS

London, Feb. 24.—In the reorganization of the British consular service which is now under way special attention will be given to inducing business men to enter this branch of the government. It is said that the war has shown it to be imperative in the government's interests to have in the service more business men with special knowledge of the requirements of British traders in the foreign ports in which they may be accredited. A committee of the foreign office is now at work on the reorganization scheme.

## On the Spur of the Moment

ROY K. MOULTON

## THE WAY IT GOES.

Wherever one is working, whatever be his chore, he will pick up ways and means that he can use.

If it be a must, a cause to kick, it is the same old story.

And at your very office, though you may boss or clerk there.

Most every day shall things arise that make you want to curse the deities.

The trails as well, who work there.

Perhaps you think the treatment you get is rather shoddy. Perhaps your boss, he doesn't know.

Your actual worth, you think, but so.

Does almost everybody!

An office free of fretting. Of any little spleen, it is possible there's such, altho just where it is it is difficult to know. Nobody's ever in it!

HAPPY THOUGHT.

And never does the moss-covered stone ever get anywhere.

Health Hint.

Walking on an empty stomach and alone.

That is the way to live.

Wait upon your own.

We Always Thought So!

The Man Who Takes his Hat off in the Elevator was talking to the Man Who likes to Talk to Conductors. They had been chatting pleasantly for some while. Oddly enough the topic of mules came up.

"I remember," began the first Man. "What a mule we used to have around the place when I was a lad. Will I ever forget him! I once caught this old mule in the back of course!"

"The second Man Who," joining the first in hearty merriment. "Will you believe it? The same thing happened to me!" They laughed together for some while.

"An odd coincidence!" they agreed.

But while the rest of us had not been sure such happened to both of them we have always suspected it.

Yes, indeed.

"What, and now great the virtue and the art."

To live on little with a cheerful heart."

"Pope. With a cheerful heart or not, today."

We have to live on little anyway.

Cold Baths.

Cold baths may or may not agree with you, depending in a measure on whether or not you take them. In taking cold baths it is important to remember that the reaction is the thing. Your cold bath is a failure if you don't have a reaction. To produce the proper reaction, glow your back vigorously against the door-jam, at the same time applying briskly to the skin a bit of old matting or a stout whisk broom. In preparing for the cold bath it is well to have arranged within handy reach a bottle of smelling salts and a pulmotor. The cold bath is more beneficial if one can without going under an anesthetic. There is a class of persons who take cold baths in the coldest weather and have the poor taste to tell about it. They like to make it seem as if they are real hardy with cold baths. They let on as if they were born taking cold baths. Most of us hope they will die that way, anyhow.

## ATTENDED SESSIONS OF COMMERCE MEET

Several from Janesville Were Present at Industrial Congress Held This Week at Madison.

Several from Janesville attended the sessions of the industrial congress held this week at Madison. Secretary P. V. Kuhn of the Commercial club was present at most of the meetings of the Badger Commercial secretary's association. This organization is in connection with the conference. A dozen Janesville business men attended the meetings.

Among the addresses given was a paper by Charles E. Noyes, secretary of the West Allis Commercial club, a former Janesville young man in which he advocated a membership fee of \$25 as a standard for commercial organizations in cities over 10,000 population. A resume of Noyes' investigations follows:

"A commercial organization can do more constructive work when it consists in membership to the individuals who appreciate what value a chamber of commerce can be to a community, and they can only appreciate that value when they have made an investment that is an investment, not a donation. If a man has made an investment of a fair sum, he can be depended upon to take an active interest in the affairs of his organization."

"Dues should be high enough to keep out the undesirable individual and low enough to admit the man who knows what a commercial organization can do for the community. Secretaries seek to agree that a commercial body can be too democratic, and by establishing a relatively high basis as the minimum fee and applying the plural membership principle, an organization is able to maintain efficiency and be productive of good results."

A representative of the American City Bureau told me a few days ago that about 80 per cent of all the commercial organizations in this country have already established in their respective bodies the \$25 minimum fee principle because they believe it is the best rate. This seems to prove that cities over 10,000 are establishing higher dues, and that there is a general tendency in the country towards creating and maintaining a standardized minimum fee of \$25 per year.

"If a man knows what the commercial organization is, its history, what it has done, what it is doing, and what it can do, he must know the intrinsic value of such an organized body, and he will hence the nation, the town and rural district. A man if he be possessed of sane and thoughtful instincts, will investigate before investing. If the proposition is worthy of his endorsement he will favor it and if he is really sincere in his convictions that such a proposition is beneficial, he will not always hesitate because of the financial consideration."

"Every capable business and professional man has a certain amount of civic pride and loyalty. If he can see that a civic body such as a modern commercial body will help the nation through collective efforts on the part of the leaders in that town, he will unhesitatingly put his shoulder to the wheel and push. If a man has no civic pride at all he will soon be a real estate agent. The commercial organization must enlist him if it desires to launch and carry out constructive policies."

## MOBILIZE INDUSTRY IN A RESERVE ARMY

MEN WITH EXPERT KNOWLEDGE IN VARIOUS LINES ARE OF SERVICE TO WAR DEPARTMENT.

## NEED CIVILIANS' HELP

Commissions in Reserve May Be Secured by Taking Examinations—Many Wisconsin Men Enrolled.

By Ellis E. Usher.

Milwaukee, Feb. 24.—The United States Reserve Army was created less than a year ago. It is little known to the general public. But there are many men in this state who are members of the reserve and many more who are planning to become members. For this reason, it is worth an explanation.

The United States Reserve Army was created to mobilize the industrial and human resources of this country. It is intended to enroll patriotic men in the ranks of an organization that will direct their efforts scientifically and explain better than generalizations. A Milwaukeean who heads a manufacturing plant felt that, in case of war, his knowledge of the state industry would be valuable. He was near the age limit for active service and while he wanted to place his expert knowledge at the service of the war effort, his knowledge of the state industry would be valuable. He was near the age limit for active service and while he wanted to place his expert knowledge at the service of the war effort, his knowledge of the state industry would be valuable.

How Civilians Can Help.

Another example is that of a shoe manufacturer whose examination placed him in the rank of captain in the Reserve. Both these men have specialized knowledge, as has the doctor, the engineer, the telephone man, the railroad man, etc. The training does not place them in position to take commissions in the medical, engineering, signaling or transportation corps. A man with a specialized knowledge, a real estate man and so on has little in his business that would be of value in time of war in the ways mentioned above. These men can be of great help to the war effort.

One, a real estate man, has a dependent family and is rapidly approaching the age limit. He felt he could not take a commission that would take him to the front. The Reserve corps offered him a chance to study for a commission that would utilize him at home to drill and train the men who are doing the fighting. He felt it his duty to volunteer for active duty if the call should come. He is studying for an examination that will give him a commission in the Reserve Army.

In the cases above described, then, it is clear that a man with specialized knowledge in some particular line can be of great help to the war effort. The Reserve Army is mobilizing in times of peace the volunteer civil resources of this country so that they will be used in the best way in case of war. We are doing this to avoid a repetition of our own and England's history, where war has always called the most patriotic first. The most patriotic men in the country are often of more use behind the front than they would be actually carrying a rifle.

Men anxious to take these examinations for reserve commissions are appearing all over Wisconsin and the many commissions being granted to them. To get information of a definite character any individual has only to write the War Department at Washington, D. C., for particulars.

## Training Camp Idea.

Another movement that has not as yet fully reached Wisconsin in all its scope, is the Military Training Camps association. This organization is mobilizing in times of peace the volunteer civil resources of this country so that they will be used in the best way in case of war. We are doing this to avoid a repetition of our own and England's history, where war has always called the most patriotic first. The most patriotic men in the country are often of more use behind the front than they would be actually carrying a rifle.

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During the past week there have been some encouraging signs that Wisconsin is not wholly destitute of public men of patriotism and courage. Senator Timothy Burke of Green Bay, has given up his seat in the legislature to go to a training camp next summer. With all expenses paid, including railroad fare, it will not be difficult to get men to take two additional weeks' vacation and spend a part of the summer in training camps.

The effort to get employers to allow their employees to go is also on the program of the Wisconsin division of the association. In case of war the efforts of this organization would be turned to the sterner purpose of getting real recruits for the army. It is an important movement headed by intelligent men, and offers a vacation experience of value.

Badger Patriotism Revived.

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found a steady and growing endorsement in this city and state. It means value and its editorial courage have won more success for the Journal. It means that Wisconsin is sound and patriotic and approves of courage.

Money Raising Campaigns.

The community does things in modern ways. Community interests are dealt with to enlist many people and combine interest and strength. Last year the Journal and the University Club, have raised a half million dollars to endow the medical college of Marquette University. The Athletic club also raised a great sum for a new building, and the University Club has a similar enterprise on foot. Now there's a campaign on to raise \$100,000 for a monument to Lincoln, and another to raise \$150,000 for a Centralized Budget to finance twenty charitable organizations for the current year, and a campaign is in prospect for \$150,000 to build a new children's free hospital, to which Ferdinand Schaefer has agreed to contribute much more as a personal gift. Taken with the Red Cross, the Plattsbury Training Camp Association, and the numerous war relief associations, one gets an idea first that there are so many calls upon the public spirited, the charitable and the well-to-do, that organization is necessary for the proper distribution of the work and the financial burden. Such large enterprises also indicate the rapid growth of Milwaukee. As a suggestion of the way in which things run in a rut is shaken out by campaign organizations, the Centralized Budget has developed that only about 3,300 persons have contributed to the twenty-two charities interested, and that there are a great many more who are not entirely conclusive because there are many organizations outside the federation, but they indicate plainly the propriety of spreading the load over more surface. It is certain that it does awaken interest and spread intelligent knowledge of charitable needs and modern methods of procuring a community campaign.

Short Notes.

The increase of volunteers for the navy and the regular army has been marked in this city, the past two weeks.

Capt. T. L. Kennan, who went into the Civil war from Portage, celebrated his 60th birthday on Thursday. He was the recipient of many flowers and callers were numerous. The Wisconsin Society of Mayflower Descendants, of which he is an officer, sent him a floral remembrance. He is remarkably well preserved and does not give up work. He is the oldest practicing lawyer in Wisconsin.

English Duke Dies; Leaves Great Estate.

London, Feb. 24.—The Duke of Atholl has just died, leaving an estate of 202,000 acres in the Scottish highlands of Perthshire. At 640 acres to the square mile, this is over 31,000 square miles, or about the size of those sections in southeast Europe which desire to be liberated and "nationalized." It compares also with some of the Indian reservations in the western states, but is not as large as any of the American states. It is not all fertile land, however, but is mountain and valley, with the intervening sections of farm, land, towns and villages, all maintaining the old-time feudal loyalty to the lord of the manor.

Although the small United Kingdom has comparatively small extent of territory, it has more of these vast properties than any country in Europe or the world, due perhaps to the law and custom of primogeniture by which estates are kept intact and pass to the eldest son. There are 180,000 comparatively large holdings, running into the hundreds of acres, and averaging about 400 acres, whereas the average of larger holdings in France is 22 acres, German 37 acres, Belgium 18 acres, Italy 36 acres, and in continental Europe at large 48 acres. The average in the United Kingdom is about eight or ten times that of other parts of Europe, and about three times as great as the American average.

The very large properties are estimated to number about 150, with an average of 2,200 acres, and a value of 40,000,000 pounds. Then, among these, there are a comparatively few of vast extent, running into the hundreds of thousands of acres, as the Duke of Atholl estate. Mr. Money, the member of parliament who is an authority on land, claims that one-seventh part of the population owns two-thirds of the entire land, and other authorities estimate that the 180,000 larger landholders own ten-elevenths of the total area.

Lord Masham, whose death also was announced recently, was the former owner of the Dorset estate of 35,000 acres, or about 55 square miles, part of which he disposed of on the ground that 35,000 acres of English land is too large a holding to be prudent.

The still more recent death of the Duke of Norfolk further reveals the extent of big land holdings among the nobility. He was possessor of immensely rich estates, chief among them that of Arundel Castle, which dates back from the time of King Alfred, who mentioned it in his will. The late duke's income from his estates amounted to about \$1,500,000 a year.

Read the want ads. every day. The bargain you are looking for may be there.

Russia has 10,000 lepers, taken care of by twenty-one institutions.

A Really Safe Tonic

HOSTETTER'S Stomach Bitters

64 Years a Family Medicine

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Pyorrhea and Oral Prophylaxis (the prevention of mouth diseases) a specialty.

506 Jackson Block. Both Phones

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Bring me the worst chronic cases in the county and let me show what may be done. Rheumatism, Tuberculosis, Gall Stones, Appendicitis, etc. All new methods that are effective and sure.

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## Rehberg's

Think of Buying \$16, \$18 and \$20 Suits and Overcoats for \$12.00

It's a wonderful bargain, looking at it from any point of view and one that you'll not be able to get again for years.

New York pays city employees about \$100,000,000 every year.

Motorists Attention

Look for our advertisement in the Automobile Section of tonight's Gazette, it contains something interesting to you.

R. M. BOSWICK & SON

REPAIRERS OF FINE CLOTHES

MADE BY THE HANDS OF THE BEST

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# HEART OF THE SUNSET

By REX BEACH

Author of "The Spoilers," "The Iron Trail," "The Silver Horde," etc.

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CHAPTER IV.

## At Las Palmas.

Although the lower counties of southwest Texas are flat and badly watered, they possess a rich soil. They are favored, too, by a kindly climate, subarctic in its mildness. The Rio Grande, lambent, erratic as an invalid, wrings its sallow blood from the clay bluffs and gravel canyons of the hill country, but near its estuary winds quietly through a low coastal plain which the very impurities of that blood have enriched. Here the river's banks are smothered in thickets of huisache, ebony, mesquite, oak and alamo.

Railroads are so scarce along this division of the border that to travel from Brownsville north along the international line one must, for several hundred miles, avail oneself of horses, mules or muletrains, since rail transportation is almost lacking. And on his way, the traveler will traverse whole counties where the houses are jacals, where English is a foreign tongue, and where ponies plow their fields with crooked sticks as did the ancient Egyptians.

That part of the state which lies below the Nueces river was for a time disputed territory, and long after Texans had given their lives to drive the eagle of Mexico across the Rio Grande much of it remained a forbidden land. Even today it is alien. It is a part of our Southland, but a South different to any other that we have. Within it there are no blacks, and yet the whites number but one in twenty. The rest are swarthy, black-haired men who speak the Spanish tongue and whose citizenship is mostly a matter of form. The stockmen, pushing ahead of the usurers and the tillers of the soil, were the first to invade the lower Rio Grande, and among these "Old Ed" Austin was a pioneer. Like the other cattle barons, he was hungry for land and took it where or how he could. Those were crude old days; the pioneers who pushed their herds into the far pastures were lawless fellows, ruthless, acquisitive, mastered by the empire-builder's urge for acres and still more acres.

As other ranches grew under the hands of such unregenerate owners, so also under "Old Ed" Austin's management did Las Palmas increase and prosper. It comprised an expanse of rich river-laid backed by miles of range where "Box A" cattle lived and bred. In his later years when the old man handed Las Palmas to his son, "Young Ed," as a wedding gift, the ranch was known far and wide for its size and richness. Las Palmas had changed greatly since Austin, senior, palatially sprawled his slanting signature to the deed. It was a different ranch now to what the old man had known; indeed, it was doubtful if he would have recognized it, for even the house was new.

Alaire had some such thought in mind as she rode up to the gate on the afternoon following her departure from the water hole, and she felt a thrill of pride at the acres of sprouting corn, the dense green field of alfalfa so nicely fitted between their fences. They were like clean, green squares of matted spread for the feet of summer. A Mexican boy came running to care for her horse, a Mexican woman greeted her as she entered the wide, cool hall and went to her room. Dolores fixed a bath and laid out clean clothes with a running accompaniment of chatter concerned with household affairs. She was a great gossip, and possessed such a talent for gaining information that through her husband, Benito, the range boss, she was able to keep her mistress in fairly intimate touch with ranch matters.

Alaire, as she lazily dressed herself, acknowledged that it was good to feel the physical comforts of her own house, even though her homecoming gave her no especial joy. She made it a religious practice to dress for dinner, regardless of Ed's presence, though often for weeks at a time she sat in solitary state, presiding over an empty table. Tonight, Ed was at home. It was with a grave preoccupation that she made herself ready to meet him.

In the dining room, Ed acknowledged his wife's entrance with a careless nod, but did not trouble to remove his hands from his pockets. As he seated himself heavily at the table and with unsteady fingers shook the folds from his napkin, he said:

"You stayed longer than you intended. Un-m— you were gone three days, weren't you?"

"Four days," Alaire told him, realizing with a little inward start how very far apart she and Ed had drifted. She looked at him curiously for an instant, wondering if he really could be her husband, or if he were not some peculiarly disagreeable stranger.

Ed had been a handsome boy, but he was growing fat from drink and soft from idleness; his face was too full, his eyes too sluggish; there was an unhealthy redness in his cheeks. In contrast to his wife's semi-formal dress, he was unkempt—unshaven and soiled. His preparations for dinner this evening had been characteristically simple; he had drunk three dry cocktails and flung his sombrero into a corner.

DOUGLAS, SWEEP OUT PADDED CELL 9375.



I had moraine barbecue a cubito for my lunch, and it was good, but I'm hungry again." Austin attacked his meal with an enthusiasm strange in him. He was a heavy and a constant drinker at all times. What little exercise he took was upon the back of a horse, and as no one knew better than his wife, the physical powers he once had were rapidly deteriorating.

By and by he inquired, vaguely:

"Let's see. . . . Where did you go this time?"

"I went up to look over the Ygnacio tract."

"Oh, yes. Think you'll lease it?"

"I don't know. I must find some place for those La Feria cattle."

Austin shook his head. "Better leave 'em where they are, until the rebels take that country. I stand mighty well with them."

"That's the trouble," Alaire told him. "You stand too well—so well that I want to get my stock out of federal territory as soon as possible."

Ed shrugged carelessly. "Suit yourself; they're your cows."

The meal went on with a desultory flow of small talk, during which the husband, indulged his thirst freely. Alaire told him about the accident to her horse and the unpleasant ordeal she had suffered in the mesquite.

"Lucky you found somebody at the water hole," Ed commented. "Who was this ranger? Never heard of the fellow," he commented on the name.

"The rangers are nothing like they used to be."

"This fellow would do credit to any organization," Alaire described how expeditiously Law had made his arrest and handled his man, her husband showed interest.

"Nicolas Arno, eh?" said he. "Who was his companion?"

"Panfilo Sanchez."

Ed started. "That's strange! They must have met accidentally."

"So they both declared. Why did you let Panfilo go?"

"We didn't need him here, and he was too good a man to lose, so—" Ed

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"I was apoplectic with rage. 'The title is in my name. How could he make me do anything?' 'Nobody could force you,' his wife said, quietly. 'You are still enough of a man to keep your word. I believe, so long as I observe my part of our bargain?'"

Ed, slightly mollified, agreed. "Of course I am; I never wavered. But I won't be treated as an incompetent, and I'm tired of these eternal wrangles and jangles."

"You have wavered."

"Ed?" Austin frowned belligerently. "You agreed to go away when you felt your appetite coming on, and you promised to live clean, at least around home."

"Well?"

Alaire went on in a lifeless tone that covered the seething emotions within her. "I never inquire into your actions at San Antonio or other large cities, although of course I have ears and I can't help hearing about them; but these border towns are home to us, and people know me. I won't be humiliated more than I am; public pity is—hard enough to bear. I've about reached the breaking point."

"Indeed?" Austin leaned forward, his eyes inflamed. His tone was raised, heedless of possible eavesdroppers. "Then why don't you end it? Why don't you divorce me? I never see anything of you. You have your part of the house and I have mine; all we share in common is meal hours, and a mail address."

Alaire turned upon him eyes dark with misery. "You know why I don't divorce you. No, Ed, we're going to live out our agreement, and these Brownsville episodes are going to cease." Her lips whitened. "So are your visits to the pumping station."

"What do you mean by that?"

"You transferred Panfilo because he was growing jealous of you and Rosa."

Ed burst into sudden laughter. "There's no harm in a little flirtation. Rosa's a pretty girl."

His wife uttered a breathless, smothered exclamation; her hands, as they lay on the table cloth, were tightly clenched. "She's your tenant—almost your servant. What kind of a man are you? Haven't you any decency left?"

"Say! Go easy! I guess I'm no different to most men." Austin's unpleasant laughter had been succeeded by a still more unpleasant scowl. "I have to do something. It's dead enough around here—"

"You must stop going there."

"Humph! I notice you go where you please. Rosa and I never spent a night together in the chaparral—"

"Ed!" Alaire's exclamation was like the snap of a whip. She rose and faced her husband, quivering as if the lash had stung her flesh.

"That went home, eh? Well, I'm no fool! I've seen something of the world, and I've found that women are about

The visiting English merchant was talking impressively to the American. "In my firm," he said, "the clerks use 32,000 gallons of ink a year."

"Your office is evidently nothing compared with mine," replied the American. "Why, we saved that much ink last year by instructing our clerks not to dot their 'i's'."

Miss Wilcox had been giving the class an elementary talk upon architecture. "Now," said she, "can any one in the class tell me what a 'buttress' is?"

Little Walter arose, his face beaming with a quick flash of intelligence. "I know," he shouted, "a buttress is a many goat."

Tim Casey, a juror, rose suddenly from his seat and hastened to the door of the courtroom. He was prevented, however, from leaving the room and was sternly questioned by the judge.

"Yes, your honor, I'll explain myself," the juror said. "When Mr. Finn finished his talking me mind was clear all through, but when Mr. Evans begins his talking I becomes all confused an' says I to myself, 'Faith, I'd better leave this one an' stay away until he is done,' because, your honor, to tell the truth, I didn't like the way the argument was going."

Once a householder secured a colored cook at an employment agency and brought her home with him. She knew nothing about gas stoves. So the new employer took her to the kitchen and explained the range. So that she could see how it operated he lit each of the many burners. While still explaining, a message called him from the kitchen, and he left her, saying:

"I guess you will find that it will work all right now, Mary."

He didn't see the cook again for four or five days, when, entering the kitchen, he said:

"Well, Mary, how's that range doing?"

She replied: "Deed, suh, dat's the best stove I ever see. 'Tis fine yo' kindled for me to days ago, it still burnin' an' it ain't even lowered once."

Edith was admiring her new summer frock.

"Isn't it wonderful," she said, "that all this silk comes from an insignificant worm?"

"Edith, is it necessary to refer to your father in this way?" her mother inquired reproachfully.

As we have frequently remarked—read the want ads—today and every day.

To this "Young Ed" agreed quickly enough. "Good!" said he. "That suits me. I'll at least eat a little peace at

my club." He glowered after his wife as she left the room. Then, still scowling, he lurched out to the gallery where the breeze was blowing, and hung himself into a chair.

Ed's marriage to Alaire had been inevitable. They had been playmates, and their parents had considered the union a consummation of their own lifelong friendship. Upon her mother's death Alaire had been sent abroad, and there she remained while "Young Ed" attended an eastern college. For any child the experience would have been a lonesome one, and through it the motherless Texas girl had grown into an imaginative, sentimental person, living in a make-believe world, peopled for the most part, with the best-remembered figures of romance and fiction. There were, of course, some few flesh-and-blood heroes among the rest, and of these the finest and the noblest had been "Young Ed" Austin.

## Dinner Stories

(TO BE CONTINUED.)

"So you are asking my daughter's hand in marriage?" said Mr. Cashley. "Well you must understand that

my daughter has always been accustomed to all the luxuries of wealth."

"Yes, yes," replied the count, bristling up. "That is what I am."

An attorney was consulted by a woman desirous of bringing an action against her husband for a divorce.

The related a harrowing tale of the ill-treatment she had received at his hands. So impressive was her presentation that the lawyer, for a moment, was startled out of his usual professional composure.

"From what you say this man must be a brute of the worst type," he exclaimed.

The applicant for divorce arose and, with severe dignity, announced:

"Sir, I shall consult another attorney. I came here to get advice as to a divorce, not to hear my husband abused!"

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## CENTER

Center, Feb. 22.—Quite a number from here attended the funeral of the late Ross S. Paynter, a former Center boy, which was held from the home of his parents in Footville Tuesday afternoon at one o'clock. The deceased was born and lived here his entire life, until four years ago, when he moved to Rockford, Ill., where he died Feb. 17. The wife, parents, sisters and brother especially have the sincere sympathy of their old Center friends and neighbors in their sad affliction.

Saturday, Feb. 17, the body of Mrs. Mary Schoen, better known as Grandma Schoen, was brought here from Beloit, where she had been living the past few months, but was formerly a pioneer resident of Center for many years, passing away at the advanced age of ninety-eight years.

Funeral services were held at the German Methodist church, where she was a devoted member, and interment was in Bethel cemetery, beside her husband.

Sunday afternoon all that was mortal of the late Josiah Currey of Beloit, formerly a resident of the town of Center for a number of years, was tenderly consigned to its last resting place in Bethel cemetery.

Tuesday afternoon the remains of the late Mrs. Oscar Collins of Evansville, another of Center's pioneer residents, were brought here and interred on the family lot, where her husband had rested for many years.

Today, Thursday, Feb. 22, the body of another pioneer resident of Center, the late Mrs. Esther Parmley, is consigned to its last resting place, making a total of seven old Center residents who have passed away since last November and will rest in Bethel cemetery.

Herman Natz and family attended the funeral of their nephew, little Everett, Tripke Wednesday afternoon, from his late home in Footville.

Mr. and Mrs. Will Dixon were Sunday visitors at Dr. Harvey's in Footville.

Brooklyn, Feb. 23.—Mr. and Mrs. P. A. Haynes were Madison visitors Wednesday.

Mr. and Mrs. Spencer Milbrandt and little daughter have been spending a few days at the home of the latter's aunt, Mrs. Charles Peterson.

Miss Dorothy Hubbard of Beloit, spent the first of the week at the home of Mr. and Mrs. Delbert Smith.

M. E. Fawcett was a Madison visitor last Saturday.

Mrs. Frank Gretzmacher has been visiting relatives in Brodhead.

Mrs. Louis Reese is visiting relatives in Brodhead.

Will Rasmussen of Madison, spent Sunday with relatives in this vicinity.

John Ames of Oregon, is visiting at the home of his son, F. M. Ames and family.

Mrs. Frank De Remer was a Janesville visitor Tuesday.

Mrs. Edna Norton of Evansville, visited friends in town Tuesday.

Mrs. Bertha Benway was an Evansville visitor Wednesday.

John Conroy of Woodstock, Ill., is visiting at the home of his sister, Mrs. M. C. Peterson.

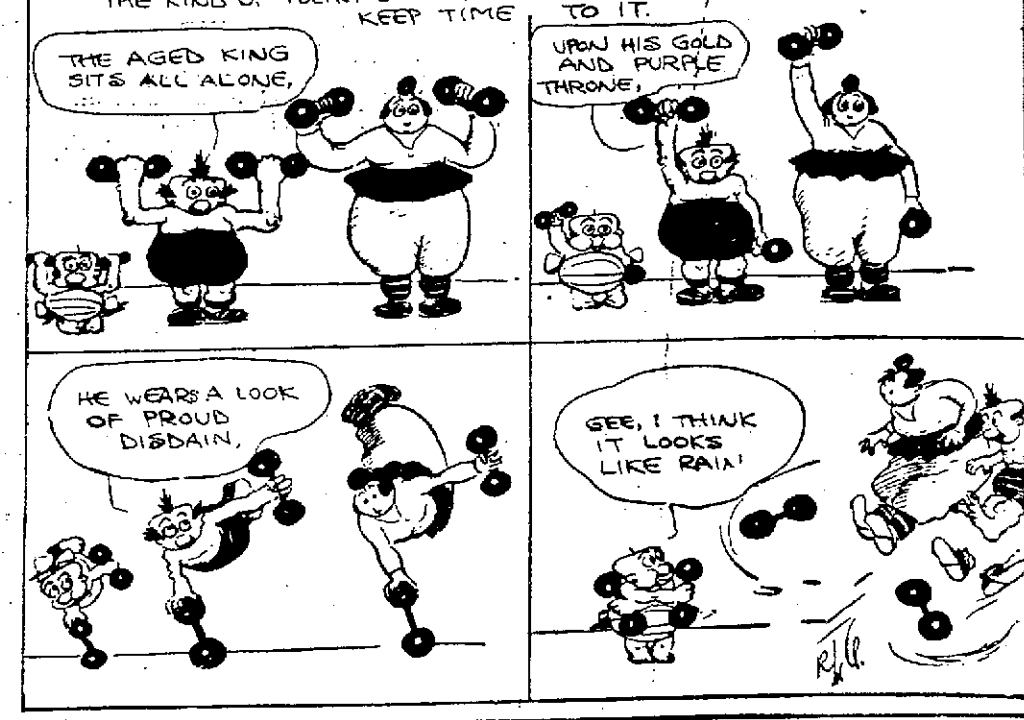
Miss Anna Durning of Madison, has been a guest at the home of Mr. and Mrs. M. C. Peterson.

Frank Gretzmacher was in Madison on business Tuesday.

Mrs. Arthur Tappen and little son of South Madison, spent Tuesday at the L. T. Armstrong home.

## THE BOOB FAMILY

THE KIND OF POETRY DOESN'T MATTER, AS LONG AS YOU CAN KEEP TIME TO IT.



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# Hints to Home Builders



the  
best  
protection

"The best protection for a country is common sense statesmanship; the best protection for a home is comfortable furniture"—says the Old Philosopher. A Dutch Kitchenet placed in your home makes kitchen work easier because of the large number of practical conveniences on it. It replaces pantry and table. Step into our store and let us demonstrate to you that a



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**FRANK D. KIMBALL**

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Metal Lath and Re-Inforcing For All Forms of Concrete and Cement Work

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**CITY GAS IN COUNTRY HOMES**

If you are planning to build a home in the country it will pay you to INVESTIGATE BLAU-GAS. Demonstration can be arranged in your present home at any time.

BLAU-GAS is easily handled with perfect safety for lighting or cooking and is non-asphyxiating. Write for booklet.

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Make your HOUSE a HOME by planting shrubs, trees and vines. Let us help you plan your home grounds.

OUR PRICE LIST IS FREE and gives you a lot of information about planting things. SIXTY-THIRD YEAR.

Drop a card or call Bell phone 298.

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## A Paint Shop For Everybody

We carry the finest kind of a stock of ready mixed paints and all painting accessories. Our service is high grade and we can give you valuable information about painting. When you want to buy paint, varnish, brushes, etc., try this retail paint store.

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Paint Store. "Over 56 Years of Knowing How." E. Milw. St.

## Electricity For Every Farm

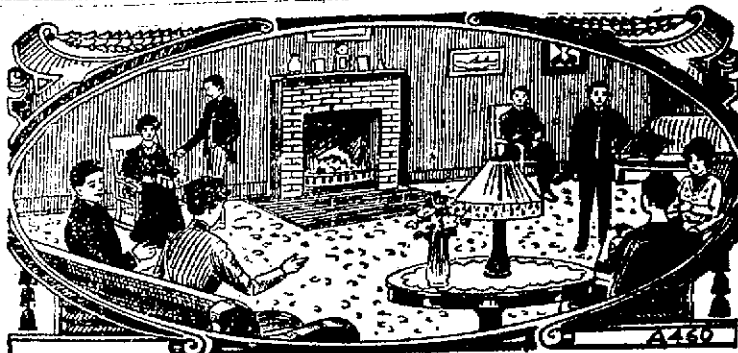
Delco-Light gives light for the ordinary farm at a cost of 5c per day. It is a complete electric plant—gas engine and dynamo. A child can operate it. Starts itself on a turn of a switch, stops automatically when batteries are full. Complete information by writing.

**Modern Power Appliance Co.**

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SOME FURNITURE!**

When your home is furnished in such a manner as to make it attractive to every member of the family, creating an atmosphere of contentment and pleasure which they seek, rather than other atmospheres and other pleasures, then you have some home and some furniture.

Our furniture will add to the appearance of your home, multiply its attractions, and the sum subtracted from your purse or bank account will not exceed the actual value of the goods purchased.

**W. H. ASHCRAFT**

Furniture, Rugs, Undertaking.

104 W. Milw. St.



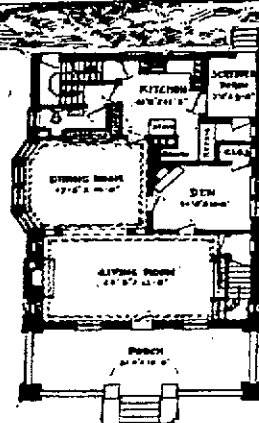
## Your Dream of a Home

Can be more easily and more quickly realized if you will come and talk with us about your plans.

For instance, we show here the first floor plan and an outside view of a very attractive bungalow style of house. This will make you a delightful home.

There is a cozy seat by the stairs in the large living room, a built-in sideboard in the dining room, and a fine sleeping porch on the second floor.

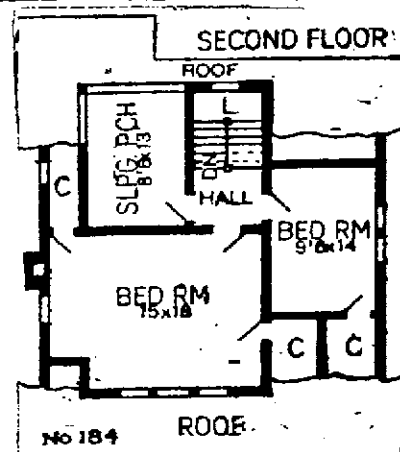
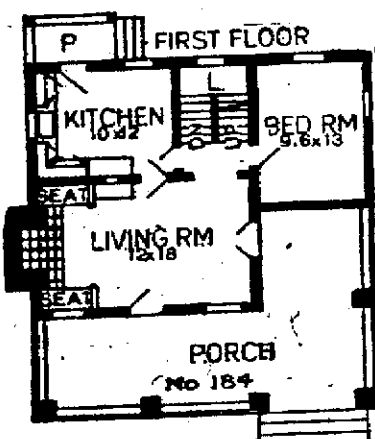
You ought to see the second floor plan. Come in and let us show you this and other designs. Ask us to show you Design C-8.



**FIFIELD LUMBER COMPANY**  
Both Phones 109

## Home of Character No. 184

A Small Summer Cottage--  
By John Henry Newson.



In this design the artistic possibilities of a small home or cottage are shown. The side walls are carried out in wide siding, a feature so often used in our designs because of the broad effect which is given by this material, with a shingle roof and the foundation of stone, concrete block or brick.

The first floor provides for a combination living and dining room, a kitchen and bedroom. Two bedrooms are provided on the second floor with an open air sleeping porch. Each room has an ample closet and the entire plan and exterior is admirably suited for seashore cottage or summer home use.

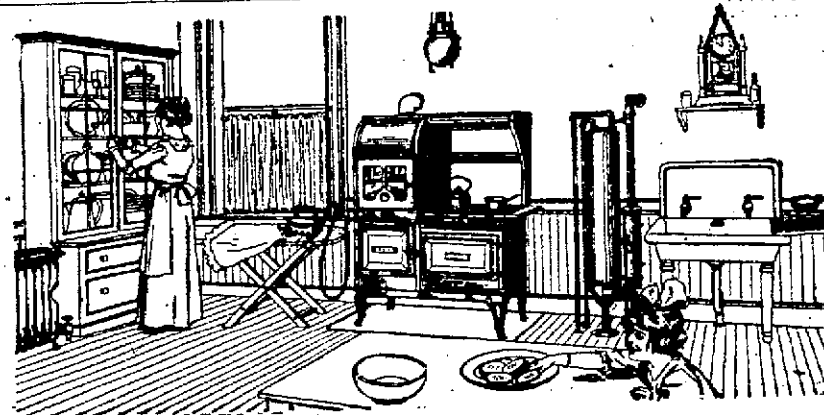
The bedroom on first floor can be changed into a dining room if desired, and a bathroom installed on second floor, both of which changes would be desirable if the house is intended for all the year round use.

This cottage 28x34 feet could be built for from \$800 to \$1200, depending on equipment and grade of materials used.

Gazette readers are welcome to further information concerning these plans—address all inquiries to "John Henry Newson, Homes of Character Dept." The Gazette.

CLIP THIS PAGE AND SAVE FOR REFERENCE.

Gas  
the  
Ideal  
Fuel



Gas  
the  
Ideal  
Fuel

## The Most Important Room In the House Is the Kitchen

The housewife spends most of her time in the kitchen. Her work is really drudgery unless that room is well arranged and equipped with sanitary, labor saving gas appliances. Then work becomes a pleasure.

Examine our gas ranges, water heaters, irons and lights—then be sure to specify an All-Gas-Kitchen.

**New Gas Light Company**

7 North Main.

Both Phones 113.

## The J.P. CULLEN CO.

Manufacturers of Fine  
Interior Finish and  
Cabinet Work

Contractors For All Types of  
Buildings, Large and Small

Have Us Figure With You On Any Work  
You May Have In Mind. Jobbing  
Promptly Attended To

## Why a Beautiful House Without Beautiful Grounds?

Many a home-builder will have erected a beautiful, substantial home and never give a thought to how the grounds around the house are going to look. And yet there's nothing more attractive than a beautiful home with well kept grounds. Our Landscape Gardening department would be glad to give you some interesting information about Landscape Gardening.

**Janesville Floral Company**

Edw. Amerpohl, Prop.

50 South Main St.

## J. E. KENNEDY

Real Estate and  
Fire Insurance

Office In Sutherland Block On the Bridge

## Electrical Fixtures For the New Home

These are not unimportant as a great deal of the harmonious effect of decorating depends upon the selection of the right fixtures. Let me help you out on this proposition. A very wide choice of selection is possible from my stock.

**F. A. ALBRECHT**

"A Little Shop Offering Intelligent Service"

Electric Wiring and Fixtures

58 South Main St. Both phones.

## E. E. VAN POOL

Builds Houses—  
—That's Enough

17N.RiverSt. Both Phones

## Building With Brick Now the Vogue

And a right good vogue it is. Not only does brick make the most attractive kind of exterior, but it is safer, reduces insurance premiums, cannot decay and makes a warmer house in winter and a cooler in summer.

We will be glad to supply any information you may desire about brick. Booklets on request.

**JANESVILLE BRICK COMPANY**

Freese Bros., Props.

1725 Pleasant St.

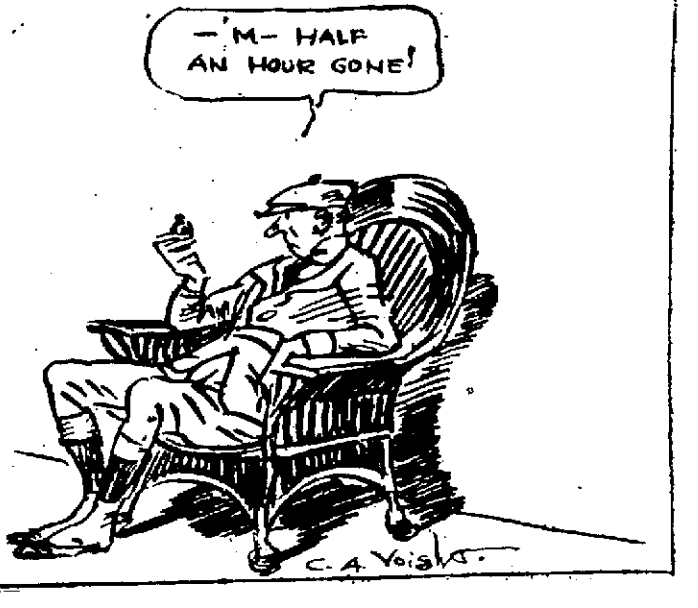
## Home Page Service to Gazette Readers

For the benefit of our readers The Daily Gazette, during the next six months will conduct an Advisory Bureau for prospective home builders, in connection with the advertisers listed on this page.

All that is necessary for you, who are contemplating the building of a home, and desire information regarding the various processes involved, is to write a letter to "The Advisory Bureau" of the Janesville Daily Gazette and this information will be furnished you gratis by our "Homes of Character" advertisers.

There is absolutely no charge for this service. Many of these building firms have issued handsome booklets and pamphlets telling about the particular thing they feature. Any of them will be glad to mail their literature to you.





**By D. W. WATT**  
Former Manager Burns  
Robbins and Late  
Treasurer of Adams  
Forepaugh Circuses

**Jewell & Flaherty**  
110 N. Academy.  
**On Application.**

**YOU TO PLAY THE GAME**  
West Side Alleys  
**Jewell & Flaherty**  
110 N. Academy.  
**On Application.**

**Bowlers Never Have Appendicitis**

It is the one indoor game that combines pleasure and exercise. It develops all muscles.

**THESE ALLEYS INVITE YOU TO PLAY THE GAME**

East Side Alleys	West Side Alleys
<b>Miller Bros.</b>	<b>Newell &amp; Flaherty</b>
13 N. Main.	110 N. Academy.
<b>Alleys For Ladies On Application.</b>	



# Janesville Gazette

## Classified Advertising

Standardized and indexed for quick reference according to the Best of South System.

**Classified Rates**

Per line per week (no charge of copy) \$1.25 per line, per month \$3.75 per line, per quarter \$10.50 per line, per six months \$25.00 per line, per year \$45.00 per line.

No Ad Taken Less Than 25c or Less Than 2 Lines.

**CONTRACT RATES** furnished on application at the Gazette office. All Want Ads must be placed in the office of the publisher at least 24 hours in advance of publication. Payment for all ads must be made in advance. The publisher assumes no responsibility for the return of unsolicited material. The publisher reserves the right to refuse to accept any advertisement which in his opinion is not in the interest of the community or which is otherwise objectionable.

**BOTH PHONES 77 2 RINGS.**

**LOST AND FOUND**

DOG—Strayed to my premises. Small, black and white. Owner call. Bell phone 980 or R. C. 299.

**FOUNTAIN PEN**—Purple, with white nib. Lost Thursday night. Finder please return to the Gazette office. Reward.

**FEMALE HELP WANTED**

CHAMBER MAID, kitchen girls, housekeepers, private houses and hotels. Mrs. E. McCarthy, licensed agent. Both phones.

GIRLS—18 years or over at Jones Dressing and Bleach Works.

GIRL for general housework. No laundry. 212 W. Washington. R. C. phone 912 Black.

GIRL wanted at once at the Troy Laundry.

WOMAN wanted—At the Janesville Hotel and Overall Company, 214 N. Franklin St.

GIRLS—Wanted, ten at once. Steady work, good wages. Janesville Paper Box Co.

HOUSEWORK—Competent girl for general housework. W. A. Nunn, 222 S. Main Street.

HOUSEWORK—Wanted, neat and reliable maid for general housework, with or without washing. Mrs. Robert Shoop, corner Rollin and Head Streets, Edgerton, Wisconsin.

KITCHEN GIRL and chamber maid wanted at the Grand Hotel.

KITCHEN GIRLS, private houses, hotels. Mrs. E. McCarthy, licensed agent. Both phones.

SALSLADY—Between age of 23 and 30, interested in earning money and making money. High grade articles and making money. Woman of character and high reputation for Janesville, one for Beloit and one for Edgerton. A personal interview is essential. You can earn a splendid income. Address "The House of Royce," Cleveland, Ohio. Call tonight, Saturday or Monday. Mrs. Cronkrite at Mrs. Smith's residence, 412 W. Madison St. No telephone calls answered.

**MALE HELP WANTED**

AMBITIOUS young man about 23 years old, desirous of learning the full business with established ability will be recognized and opportunity for advancement is open. Address in own hand writing giving age, address and ability to "Employment" care, Janesville, Wis.

BOY over 18 to work in Bread Department. Apply to person. Colvin's Baking Co.

BOYS WANTED—Over 18 years, to work on platform press. Printing Dept., Gazette Printing Co.

FARM WORK—Married man to work on farm. Dexter Gray, Milton, Wisconsin.

YOUNG MAN to clerk in grocery store. Must have experience. Address "Clock" care Gazette, giving age, present employment, references.

**HELP, MALE AND FEMALE**

BOOKKEEPING—Learn at home. Bookkeeping yourself for a better position. Many opportunities. Easy to learn. Write Brown's Correspondence School, 1117 Elm, Rockford, Illinois.

GIRLS and young men, several, at least 18 years of age. Steady work and good wages. Rock River Wooden Mills.

SHOE MAKERS wanted for turn and second turn lasters on ladies shoes. Steady work, good pay. Apply to Rich Shoe Company, Chicago and Milwaukee Sts., Milwaukee, Wisconsin.

WORK—If you are seeking a position in Janesville file your application with the secretary of the Commercial Club.

**AGENTS AND SALESMEN**

SALESMAN WANTED to represent Illinois concern in this city. Must give references and bond if required. Address State Mgr., 1211 Majestic Bldg., Milwaukee, Wis.

**LIGHT HOUSEKEEPING ROOMS**

MAIN ST. 328—Modern furnished apartment. Bell phone 104.

PLEASANT ST. 1012—Two or three rooms, furnished or unfurnished for light housekeeping. Bell phone 2123.

**LIVESTOCK AND VEHICLES**

COWS for sale to make money. One top grade Guernsey cow, your choice of seven. One registered Guernsey cow, your choice of five, all in the advanced register. Two registered Guernsey bull calves. 232 S. Main St. Roy Bates, Mgr.

FAMILY HORSE, buggy, harness for sale cheap. 401 W. Milwaukee St.

CALVES, two—4 and 5 years; broke and sound; three Holstein cows and two heifers due to calve in March. Address W. C. Dunn, Rte. No. 34, Clinton Junction, Wisconsin.

HORSE—Good horse for sale. Nitsch or Implement Company.

HORSE, buggy and harness for sale, cheap. Querna, 236 Palm St. Bell phone 1380.

**MISCELLANEOUS FOR SALE**

ELECTRIC VIBRATORS—New and second hand. Prices right. A. G. Holmes, 111 Court Street. Bell 393.

PAINTED NUMBERS to paste on license—At the Gazette Printing Co., Printing Dept.

INK BARRELS for sale and one soap barrel. 75c. Gazette Printing Co.

MAP for sale, new rural route county, size 22x25, printed on strong bond paper. Price 25c. Free with year's advance subscription to the Daily Gazette.

OLD NEWSPAPERS for sale, 5 cents a bundle. Gazette Office.

## MISCELLANEOUS FOR SALE

**RELIGIOUS ARTICLES** for sale. Crucifixes, prayer books, etc., at St. Joseph's convent.

**SALES BOOKS** in duplicate and triplicate furnished in several styles and in quantities of 25 books up. Prices right. Samples furnished on request. Gazette Printing Company, Printing Dept.

**SCRATCH PADS** for sale, 5c each. Gazette Office.

**SIGN CARDS**—"For Sale," "For Rent," "Dressmaking and License applied," for 10c each, 3 for 25c. Gazette Printing Co., Printing Dept.

**MISCELLANEOUS WANTED**

**FALSE TEETH**—Old. Don't matter if broken. I pay \$1.00 to \$5.00 per set. Mail to L. Mazer, 2007 S. Fifth St., Philadelphia, Pa. Will send cash by return mail.

**OFFICE DESK**—Good second hand, wanted at once. Address "P. H. P." care Gazette.

**OLD GOLD AND SILVER BOUGHT**—Highest prices paid on account of scarcity of valuable metals. O. H. Olson, 128 Corn Exchange.

**OLD GOLD AND SILVER** brings more now than ever before. We pay highest war prices in cash or exchange for new goods. George C. Olson, Jeweler, 19 W. Milwaukee St.

**MUSICAL INSTRUMENTS**

**ONE GOOD SQUARE PIANO** only \$40.00, including one free scholarship to the Northwestern School of Music worth \$80.00. Two years course. This is a grand opportunity for some family to obtain. E. F. Nord, 123 W. Milwaukee St.

**ORGANS**—Three, second hand, \$10, \$15, \$25. Chickering Square Piano, \$25. The Music Shop, B. W. Kuhlow, 52 S. Main St. Opposite Court House Park.

**MACHINERY AND TOOLS**

**SOLE AGENT** for Miller & Johnson gasoline engines. Expert repair men. Talk to Lowell.

**HOUSEHOLD GOODS**

**GAS RANGE** for sale. Inquire 203 Center Avenue.

**SEWING machine** drophead. Cheap. E. N. High. New phone 929 White.

**STOVE**, kitchen, bed room set for sale cheap. Call Sunday if possible. 238 S. Franklin St.

**TWO SECOND HAND** gas stoves. Good condition. \$3.00 and \$5.00. Talk to Lowell.

**SPECIALS AT THE SHOPS**

**FLORAL DESIGNS A SPECIALTY**. Chas. Rathjen, 413 W. Milwaukee.

**MILK CANS**—Cream City brand, 10 gallons. Get our prices. H. L. McNamara, 204 W. Milw.

**RUGS CLEANED**, curtains, portieres, lace curtains. Now is the right time to clean the rugs in your home. We can do the work very carefully now at moderate prices. We call for and deliver. Badger Dye Works, 10 W. Milwaukee street.

**WINTER HATS** now \$1.00 and \$2.00. Formerly \$5.00 to \$7.00. Miss Radigan, N. Y. Hat Shop, 309 W. Milw.

**PLANTS AND SEEDS**

**GARDEN, FIELD AND FLOWER SEEDS** now in and ready for distribution. Catalog is ready for distribution. Call and ask for one. We will send you one by mail. Are you going to hatch some chickens? Will you try the best? Better come and let us show you our incubators. Cypers or shot. You can hatch high grade machines. When the chickens are hatched you will surely want one of those standard coal burning Stoves, 29 S. Main.

**SEED CORN**—Yellow, Gold Mine. Germination 100%. Clover seed. E. S. Hoag, Milton Rte. No. 10. 523 Milton phone.

**FLOUR AND FEED**

**NOTICE**—One car of Unicorn Dairy flour, one car of bran and middlings, one car of shelled corn on track. Beaver City Feed Company.

**RYDER'S CAFE MEAL**, \$3.75 per 100 lbs. 25-lb. sack \$1. Oyster Shell, 65c per 100 lbs. Clover Seed, 15c per bushel. Buy it now. Having seed contracted for March 1st delivery should get it before next Thursday. F. H. Green & Son.

**STRAW**—Few loads of baled straw wanted. Doty's.

**THRASHED TIMOTHY**—Good feed and hay. Use "Arcady" Dairy Feed, better and cheaper than bran. S. M. Jacobs.

**SERVICES OFFERED**

**ASHES HAULED**, black dirt, sand and gravel delivered. Henry Kador, New phone Blue 797. Old phone 200.

**DOUBLE TEAM HARNESS OILED**. We also remove every removable part, wash all parts thoroughly and dye same before oiling for extra. Frank Sadler, Court St. Bridge.

**HAND LAUNDRY**—All gent's shirts, blue, colored and white. Washing 10c cheaper than other laundries. We call for and deliver. Pang, 214 N. Main street.

**PAPER HANGING**—A specialty on all grades of paper. All work guaranteed first class. Paul Davis, 205 S. Main St. Bell phone 658. R. C. phone 825 Red.

**RAZORS HONED**, 25c—All kinds of tools sharpened. Work done promptly in a first class way. Premio Bros.

**TAILORING**—Ladies and gents alterations and dry cleaning. Suits and coats to order. C. Stone, Milw. and Main.

**REPAIRING**

**EXPERT TIRE REPAIRING**—Second hand tires, second hand cars, other accessories. Janesville Vulcanizing Company, 103 North Main St.

**GENERAL BLACKSMITH** repairing. Spring work our specialty. Bower City Blacksmith Shop. C. H. Buchholz, 112 E. Milw.

**WELL DRILLING**, Wind Mills, Pumps, Tanks, Reels, all kinds autos. G. Dusk, 320 N. Main.

**PROFESSIONAL SERVICES**

**VOICE CULTURE**—Accurate placement and development of the voice. J. S. Taylor, Central Block, Janesville, Wis.

**INSURANCE**

**DON'T TAKE** out any Life Insurance Policies without seeing the new policies and contracts of the "Travelers." H. J. Cunningham, Agency, General Insurance and Real Estate.

**THE CITIZENS MUTUAL** saved its policy holders \$14,000 last year and still increased its assets. Patronize a home company. Geo. A. Jacobs Agency, 17 So. Main.

**AUTOMOBILES FOR SALE**

**FORD** touring, Visco touring, Regal touring, Janesville, Wisconsin. Opposite Park Hotel.

**1916 FORD**, 1912 Overland, 1914 Empire, all rare bargains. T. R. Hutson Auto Co.

**MOTORCYCLES AND BICYCLES**

**BICYCLES**—We handle the best. All kinds of tools sharpened. Motorcycles overhauled and repaired. 122 Corn Exchange. Wm. Ballentine.

# Not a Minute

of delay to you when you find that you need to employ more help. The columns of "Situations Wanted" in each issue of The Gazette give you names of people who are ready and capable of filling positions in various lines of industry.

Or if you need help of a special kind and you want to get the best there is by a course of elimination and selection, then put your request into a "Help Wanted" Ad and thus tell everybody in Janesville and surrounding country that you want to hire help.

Each Want Ad is an opportunity—look for them in The Gazette.

## AUTO SUPPLIES AND REPAIRS

**HIGH GRADE AUTO REPAIRING**—All workmanship guaranteed. Oliver Gleason, Kemmerer Garage Service, 206 E. Milw. R. C. 1287. Red. Bell 20.

**FLATS FOR RENT**

**CHERRY STREET**, 170, modern flat, March 1st. Elverson, R. C. phone.

**MODERN five room flat**, facing the park. E. N. Fredendall.

**SEVERAL NICE flats** for rent. T. J. Lloyd, 431 Madison St.

**WASHINGTON ST.**, No. 631—Modern 7-room flat. New phone Red 532.

**HOUSES FOR RENT**

**DIVISION STREET, SOUTH**, 339—March 1st, modern 8 room house. Bell phone 1355.

**6TH AVE.**—New 8 room house for rent. All modern improvements. 735

**HOUSE**—Good, and barn. E. H. Peterson, Attorney.

**HOME PARK AVE.**, 335—Five-room house furnished or unfurnished. Inquire 227 Clark St.

**RUGER AVE.**, 1528—Small house. Call R. C. phone 206 White.

**BUSINESS PLACES FOR RENT**

**MAIN STREET, SOUTH**, 37—Store. E. N. Fredendall.

**FARMS FOR RENT**

**FOOTVILLE**—100 acre farm near Footville. All new feed. New buildings. Inquire Bell phone 1587.

**FOOTVILLE**—2 acres near Footville. Good building. Charles Winkelman.

**50 ACRE FARM** with buildings, 5 miles north of Evansville, \$200. Janesville House Wrecking Co., 56 So. River St. Both phones.

**HOUSES FOR SALE**

**CLARK ST.**, 1008—Mrs. Eddington's residence. Fine location. Price right. Jesse Earle, Administrator.

**FRANKLIN ST.**, S. 308—Inquire at 203 Center Ave.

**THIRD WARD**—To close estate, house, modern improvements. Con. E. D. McGowan, Janesville, Wis.

**THIRD WARD**—Modern nine room house, with barn, almost new. Surrey, harness and one milk wagon. R. Bumgarner, R. C. phone 712 Blue.

**WISCONSIN ST.**—The Jerome homestead. E. H. Peterson, Attorney.

**FARMS FOR SALE**

**82 ACRES** for sale. All fertile work land, located 1 1/2 miles from Janesville. Post Office. Large stock barn, new brick silo, six room house; all in good condition. Geo. Woodruff, R. C. phone White 775.

**FOOTVILLE**—Two miles east, 20 acres farm. Good ten room house, running water, new furnace, fair buildings. K. J. Bemis, Phone 1403 Footville.

**ROCK COUNTY**—80 acres. Client will sell on terms or might consider part exchange. E. H. Peterson, Atty.

**SOME REAL BARGAINS**—160 acres, good Rock Co. land, good improvements, \$14,000. Terms if desired. 86 acres Sauk Co. black soil, new buildings \$4,000. Will exchange for good town property. Call property for sale, loans. R. C. Inman, 215 Hayes Bldg.

**MORTGAGES AND LOANS**

**ARTHUR M. FISHER**—Money to loan on farm mortgages.

**C. P. BEERS**—\$5,000 to loan; long time at good security.

**E. H. PETERSON**, Attorney—Money to loan.

**F. L. CLEMENS**—Money to loan on real estate security. 313 Jackson Bldg.

**H. J. CUNNINGHAM**, Agency—Money on Real Estate security. General Insurance and Real Estate.

**OUR 5 1/2% AND 6% SECURITIES** sold here for seventeen years have proven to be absolutely first class. They have not been affected by war scares or any other disturbing agencies. Not one of our customers has lost a dollar or ever had to foreclose. Gold-Stack Loan & Credit Co. W. O. Newhouse, Vice Pres.

**MONUMENTS**

**SPECIAL PRICES** now for spring delivery. Janesville Monument Co., 10 S. Franklin, opp. Post Office.

**HOTELS AND RESTAURANTS**

**BEST SUNDAY DINNER** 35c—2 kinds roast. Soup and all trimmings. Lettuce, salad, etc. Marshall's, 215 W. Milw. street.

**HOTEL PLANTERS**—Sunday dinner, Fifty Cents, the usual excellent menu.

**NEW COMMERCIAL HOTEL**—Opposite W. depot. First class rooms, popular prices. Restaurant under new management. Regular meals and short orders at all hours.

**AUCTION DIRECTORY**

Published by the Gazette for the benefit of our readers.

Feb. 26—H. J. Davis, Edgerton, R. F. No. 4. W. T. Dooley, auctioneer.

Feb. 28—Wm. Zinn, 7 1/2 miles northeast of Evansville. D. F. Finnane, auctioneer.

March 1—Alex. MacLean, R. F. D. 1. W. T. Dooley, auctioneer.

March 2—Sumner Wadsworth, Evansville, Wis.

March 2—Ed. Hackbarth, Rte. 7. W. T. Dooley, auctioneer.

March 3—Bowers Estate, John Paul Administrator. R. F. D. Milton. W. T. Dooley, auctioneer.

March 7—Fred Miller farm, R. F. D. Evansville. D. F. Finnane, auctioneer.

March 7—Jas. Wileman & Son. Edgerton. W. T. Dooley, auctioneer.

March 9—W. B. Gilbert, Clinton Junction. R. F. D. Farm and implements for sale. W. T. Dooley, Auctioneer.

March 13—J. Patterson, R. F. D. 1. Milton. W. T. Dooley, auctioneer.

March 13—Jim White, R. F. D. No. 9. Avalon. W. T. Dooley, Auctioneer.

March 15—John Hanson, R. F. D. 5. Edgerton. W. T. Dooley, auctioneer.

March 21—Frank Walker, R. F. D. 1. Edgerton. W. T. Dooley, auctioneer.

March 28—Jim Hepburn, Edgerton. R. F. D. W. T. Dooley, Auctioneer.

**LEGAL NOTICES**

**NOTICE TO CREDITORS.**

**STATE OF WISCONSIN.** County Court for Rock County, In Probate.

**NOTICE IS HEREBY GIVEN**, That at a Special Term of the County Court to be held in and for said County, at the Court House, in the City of Janesville, in said County, on the first Tuesday of July, A. D. 1917, being July 3rd, 1917, at 9 o'clock a. m., the following matters will be heard, considered and adjusted:

All Claims against John T. Snyder, late of the City of Janesville in said County, deceased.

All Claims must be presented for allowance to said Court, at the Court House, in the City of Janesville, in said County, on or before the 23rd day of June A. D. 1917, or be barred. Dated February 23rd, 1917.

By the Court: CHARLES L. FIFIELD, County Judge.

Roger G. Cunningham, Attorney for Administrator.

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By the Court: CHARLES L. FIFIELD, County Judge.

Arthur M. Fisher, Attorney for Executor.

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**NOTICE IS HEREBY GIVEN**, That at a Special Term of the County Court to be held in and for said County, at the Court House, in the City of Janesville, in said County, on the first Tuesday of July, A. D. 1917, being July 3rd, 1917, at 9 o'clock a. m., the following matters will be heard, considered and adjusted:

All Claims against John T. Snyder, late of the City of Janesville in said County, deceased.

All Claims must be presented for allowance to said Court, at the Court House, in the City of Janesville, in said County, on or before the 23rd day of June A. D. 1917, or be barred. Dated February 23rd, 1917.

By the Court: CHARLES L. FIFIELD, County Judge.

Arthur M. Fisher, Attorney for Executor.

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Arthur M. Fisher,





## MARCH FURNITURE SALE

# Ashcraft's Annual March Sale OF FINE FURNITURE

**From Forest to Mill to Factory to Ashcraft's**

On Thursday, March 1st, the Furniture Sale of all furniture sales will begin. This will be the most important sale of the kind we have ever held—not alone because of the values offered in the face of a rapidly rising market but because of the exceptional beauty and diversity of styles shown. In examining the very first shipments unpacked a few days ago, we realized that this was to be, indeed, an extraordinary sale, and every succeeding shipment that has reached us to date has served to increase our enthusiasm. Our stocks are now complete and **EVERY PIECE IS REDUCED.**

Those who have kept pace with the advanced ideas in furnishing the house beautiful, will be delighted to see them embodied here—not merely in a limited way, but in a splendid assortment of suites and separate pieces, for every room in the modern home—and all at surprisingly low prices.

*Furniture went up twice during the last five months. We are told to expect another advance in March.*

All agree that this advance is coming—though the many give as many different reasons. Some say that more people are buying furniture now than for many years, young married couples, for instance, who have put it off for a year or so, other families who bought automobiles and have put off refurnishing their home for some time. Others say, and possibly even more to the point, that the war conditions actually make advances necessary, the scarcity of woodstains, the great demand for hard woods for gun stocks.

Whatever is the reason, the results are here and they show no more clearly than in the difference in the prices we paid for the fine furniture in this great March Furniture Sale and the prices being quoted today by these self-same manufacturers.

Which brings us to the important point—

**In the Face of Advances and Coming Advances This Furniture is Priced on the Basis we Paid for it Months Ago When we Laid Our Plans for the March Sale—and Every Piece of Furniture in Our Entire Stock is Reduced.**

Every single stick of this furniture comes from manufacturers of the very highest class—artisans of the furniture craft who know so well how to construct furniture to last a lifetime, after period designs—who know how to adapt these designs to modern needs, preserving all the character and beauty of the originals, thus developing a new furniture art in America dedicated to a truly useful purpose.

### BEAUTIFUL EXAMPLES OF PERIOD FURNITURE

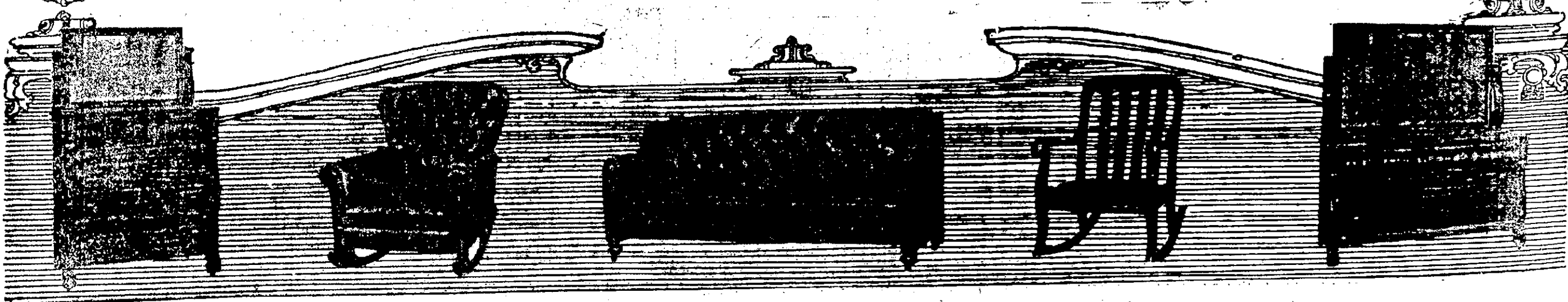
Practical and Artistic Life-Time Furniture for Dining Room, Living Room, Bed Room, Hall, etc.

**As the Prices Cannot Mean Anything in Print—Please See the Furniture and Then Consider the Prices.**

*Furniture and  
Undertaking.*

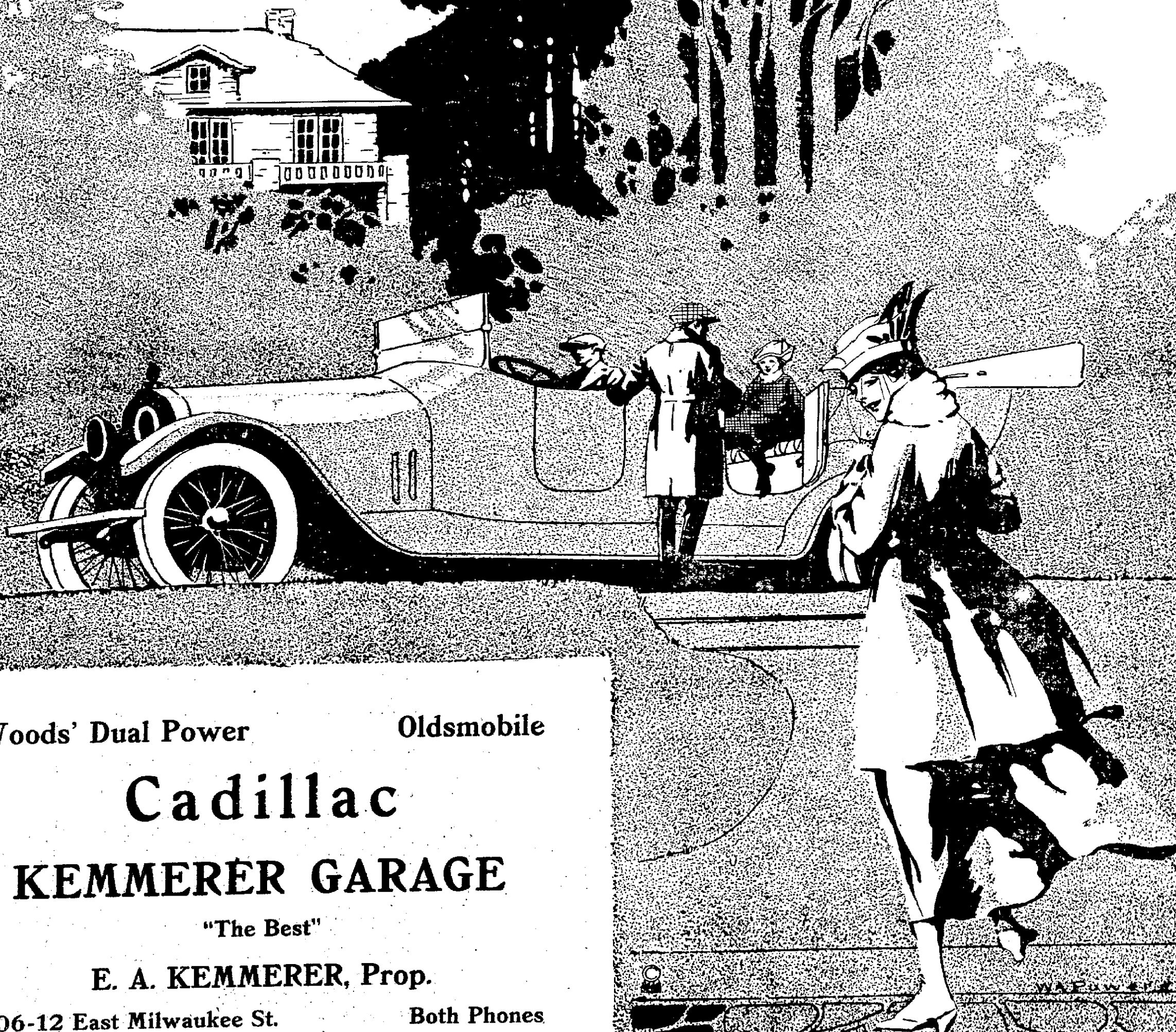
# W. H. ASHCRAFT

104 W. Mil. St.  
Both Phones.





# AUTOMOBILE NUMBER



Woods' Dual Power

Oldsmobile

Cadillac

KEMMERER GARAGE

"The Best"

E. A. KEMMERER, Prop.

206-12 East Milwaukee St.

Both Phones







# Ford

## THE UNIVERSAL CAR

# 320,817

Have been built and actually delivered to retail buyers since August 1st, 1916

These figures--320,817--represent the actual number of cars manufactured by us since August 1st, 1916, and delivered by our agents to retail buyers.

This unusual fall and winter demand for Ford cars makes it necessary for us to confine the distribution of cars to those agents only who have orders for immediate delivery to retail customers, rather than permit any agent to stock cars in anticipation of later spring sales.

We are issuing this notice to intending buyers that they may protect themselves against delay or disappointment in securing Ford cars. If, therefore, you are planning to purchase a Ford car, we advise you to place your order and take delivery now. Immediate orders will have prompt attention. Delay in buying at this time may cause you to wait several months.

Enter your order today for immediate delivery with any of the authorized Ford agents listed below and don't be disappointed later on.

Prices: Runabout \$345, Touring Car \$360, Coupelet \$505, Town Car \$595, Sedan \$645, f. o. b. Detroit

**Ford Motor Company**

**THE** New Streamline Ford, with its black finish, nickel trimmings, larger seats, etc., is pleasing in appearance, as well as being the most economical car to run and maintain on the market. The reliability of practical usefulness of Ford cars is best proven by the great numbers in daily use. Ford owners drive their cars all the year round. Ford Service for Ford owners is as prompt, reliable and universal as the car. If you have not seen the new Ford cars, be sure to see them at our salesroom. Never before has the demand for Ford cars been as heavy as it is now. To become such a necessity the Ford cars must have proved to be a universal, economical serving and saving to everybody.

## Do You Realize the Tremendous Demand There is For Ford Cars?

If you do, you know there will be a great many Ford customers who will be disappointed, because the Ford Motor Company is already more than 230,000 cars behind delivery. Even if we knew every one who intended to purchase a Ford car in the near future, it would be impossible for us to call personally and explain to each one the conditions we are up against today.

### TO THE PEOPLE OF ROCK COUNTY:

More than twenty automobile manufacturers have raised their price. The following standard makes have announced their raise in the past few weeks:

MAXWELL ADVANCED .....	\$ 40.00
BUICK ADVANCED .....	\$ 50.00
SAXON ADVANCED .....	\$ 50.00
OAKLAND ADVANCED .....	\$ 50.00
CADILLAC ADVANCED .....	\$160.00
PAIGE ADVANCED .....	\$100.00
STUDEBAKER ADVANCED .....	\$100.00

CHEVROLET ADVANCED .....	\$ 60.00
MITCHELL ADVANCED .....	\$100.00
HUDSON ADVANCED .....	\$175.00
APPERSON ADVANCED .....	\$200.00
ALLEN ADVANCED .....	\$100.00
EMPIRE ADVANCED .....	\$100.00
COLE ADVANCED .....	\$100.00
CHALMERS ADVANCED .....	\$160.00

VELIE ADVANCED .....	\$100.00
PACKARD ADVANCED .....	\$235.00
AUSTIN ADVANCED .....	\$600.00
STANLEY ADVANCED .....	\$300.00
STANDARD ADVANCED .....	\$100.00
FRANKLIN ADVANCED .....	\$100.00
OLDS ADVANCED .....	\$100.00
REO ADVANCED .....	\$100.00

Call up one of our salesmen and make an appointment and have him explain the shortage of Ford cars and how it will pay you to place your order at once. We want you to buy your Ford car at the present prices. We also want to make sure that you will have a car for the first nice days of spring as the spring time is the best time for automobiling. Co-operate with us and place your order now. It will be an advantage to both of us and assures you of your car at the proper time.

**Place Your Order Now and Join the Large Ford Family of Owners**

## Rock County Licensed Ford Agents

R. B. Townsend, Evansville, Wis.

Cullen & Harte, Milton Junction.

# ROBERT F. BUGGS, Ford Dealer

12-18 North Academy St.

Both Phones 55.

Janesville, Wisconsin.



surface in contact with the pavement is cut up into a number of small diamonds, each diamond, in turn, multiplies the resistance offered against the tendency to slide away. W. T. Flaherty sells Ajax tires in Janesville.

The Best Tires to Use In This Season Are

# A J A A

NON-SKID  
TIRES

**Guaranteed 5000 Miles**


in writing

Ajax non-skid tires wear longest, are most certain and safe against side slipping and do not interfere with the easy riding qualities of the car. We can recommend Ajax non-skid tires in highest terms.

"While others are claiming quality we are guaranteeing it."

Sold by

**W. T. FLAHERTY**  
310 W. Milw. St. Both Phones.



\_\_\_\_\_

Other King recent achievements include:

1700 Miles on High Gear In Northern and Southern California	Providence to Providence via Albany and York City on High Gear
Los Angeles to Los Angeles via San Fran- cisco on High Gear	Providence to Providence via Detroit on the High Gear
Over Tortuous Mount	Omaha to Omaha via Chicago

\_\_\_\_\_

Since With Executive 344



You can pick out a wheel from our stock that will give you years of service, sturdily made, containing all the latest in bicycle equipment and yet it will not be a burden on your purse.

Bicycle Lights, \$2.00 and \$2.00 per pair.

The wheelbase is 115-inch with 32x4 tires non-skid on rear and has the finest qualities of the much higher priced cars but stillsells for \$1090, this price holds good only until March 1st, when it will be advanced to \$1250.00. Call for demonstration and be convinced.

212 E. Milwaukee Street.

FIVE SIZES			
½ Ton . . . . .	\$ 750.00	1½ Ton . . . . .	1,375.00
1 Ton . . . . .	1,000.00	2 Ton . . . . .	1,785.00



**Wm. O'Connell, Prop.** **18 South Bluff St.**



## CADILLAC OFFERS ELEVEN BODY STYLES

Well Known Line Handled by E. A. Kemmerer Offers Wide Choice of Selection.

The first "Eight" proved so successful, it is claimed, that it was found unnecessary to make any radical mechanical alterations last year; and the same is true now. Among the improvements noted, however, are increased depth of frame to eight inches; maximum wheelbase increased to 125 and 132 inches; greater accessibility between cylinder blocks where carburetor and motor are installed; increase of one-eighth in size of valves; new belted type of piston, which increases strength and still further reduces its weight; improved clutch already easy steering made still easier.

A condenser has been introduced enabling alcohol to be used for anti-freeze in cold weather, without material loss in evaporation. Improved hood lines and fenders add to the grace of contour; moldings have been eliminated from around the doors and from the hood; the upholstery is deeper and more luxurious; instead of tufted as formerly, the spring suspension has been improved adding materially to the luxuries, riding qualities; new design head and side lamps, following the outline of the La Mothe Cadillac vent of arms, are distinguishing features.

With the new Cadillac is offered a greater range of body styles than ever before—11 in all. All cars have a wheelbase of 125 inches, excepting the three seven-passenger enclosed cars which have 132-inch wheelbase.

Of the open cars, there are four styles. The seven-passenger touring car, with disappearing auxiliary seats, may be considered the standard Cadillac of the open type style. This is supplemented by a four-passenger sedan, a two-passenger roadster, with disappearing rumble seat for two, and a club roadster seating four.

There are two convertible cars, that is, cars having permanent roofs and disappearing windows, viz., a seven-passenger touring car and a four-passenger Victoria. The list of enclosed cars includes a four-passenger coupe and a five-passenger brougham, each with 132-inch wheelbase. A limousine, a landaulet and an imperial, each of seven-passenger capacity and 132-inch wheelbase, complete the offerings.

The specifications include Delco electric starting and lighting, a feature pioneered by the Cadillac five years ago. Automobile, clock, power steering pump, full tool equipment, etc., are also included.

### DID YOU KNOW?

Motor cars registered in forty-seven of the world's leading countries, 2,108,468.

Motor cars now registered in the United States, 2,500,000.

Value of cars owned in United States, \$2,500,000,000.

Average value per car, \$1,000.

Number of cars to each mile of American highways, one.

Proportion of cars to the U. S. area, one car to each one and one-third miles.

Increase in real estate values due to transportation by automobile, 100 to 400 per cent.

Value of cars exported in 1915, \$90,000,000.

Public roads in the United States, 2,500,000 miles.

Annual new roads and improvement expenditures, \$800,000,000.

## TO SAVE RUBBER GERMANS EQUIP WAR AUTOS WITH NEW ALL-SPRING WHEELS



The new German war auto.

Rubber is very scarce in Germany, but the inventive people of that country won't let a little matter like that disturb them. The Kaiser and his generals now ride in autos equipped with all-spring wheels. They are said to be almost as comfortable as machines equipped with rubber tires.

### BEWARE KNOCKS AND "POUNDS" IN ENGINE

The S. O. S. signals of the motor are the sounds known as "knocks and pounds," and they should be heeded at once or serious and costly damages will probably result. There is no generally accepted distinction between these two kinds of abnormal sounds which an ailing motor may give out, but the term "knock" is usually applied to the somewhat sharp clanking noise which is produced when metallic parts are abnormally stressed, but have no substantial looseness or play between them.

Little, if any, jar of the car as a whole accompanies these knockings. The term "pound" is usually applied to the much more resonant and more blowlike sound, which results from loose parts striking together, and which is commonly accompanied by a distinct jar. According to these definitions, a knock may occur in a motor which is in perfect mechanical condition, with none of its parts loose from wear or faulty adjustment. The knock is most commonly caused by too early ignition of the charge, due to the spark occurring too early or by the premature ignition due to carbon deposits, too high compression, or overheating of the piston. The knock is a sound of the same kind as is produced in a bar of

metal when heavily struck with a soft hammer.

A pound, on the other hand, occurs only in a motor which is in imperfect mechanical condition, to such an extent that parts which should be in constant contact, separate through appreciable distances, and then strike together with great force. The looseness of the crank shaft in the connecting rod tips, of the wrist pins in the connecting rod upper ends, or the failure of the piston fully to fill the cylinder are common abnormal conditions which give rise to pounds.

### FIVE MILLION SPENT ON WISCONSIN ROADS

About \$5,000,000 was expended on permanent highway improvement work in Wisconsin during 1915, according to estimates prepared by A. R. Hirst, chief engineer of the Wisconsin state highway commission. The total mileage constructed under the state aid system is 1,158, the cost of which was \$3,631,026. In addition, 352 bridges were constructed, making a grand total of \$4,171,094 expended with state aid. The mileage added gives the state a total of 4,850 miles built under the state aid system in the five years that it has been in effect. Next year it is expected that 1,300 miles of road and 433 bridges will be built, the appropriation available for this purpose being \$4,500,000.

## THE BUICK LINE RICH IN APPEARANCE

Besides Building Fine Cars Company Has Now Taken Care of Delivery Problem.

By J. A. Drummond.

The Buick Motor Car Company has solved the problem of combating the freight situation, which is the worst the country has ever witnessed.

Henceforth Buicks will be shipped only in trainload lots, to one point and immediately upon unloading the entire train load of empties will be routed in its entirety to the factory. In this way the company will be able to control cars and shipments will be made as rapidly as a train can go to its destination and come back again.

So popular has the Buick been in Wisconsin that we have two trainloads ordered for immediate shipment under this new system. Last season we were unable to supply the demand and so we are making strenuous efforts to take better care of our territories this year.

Consistent with Buick history the Buick Six is essentially a better Buick, bringing the refinements and developments of another year's endeavor. Altho the Buick has conscientiously striven to increase its production in answer to the ever growing demand for Buick Sixes, not once have they lost sight of the importance of making each individual Buick car inherently Buick in its quality.

These Buick valve in head motor cars are the result of sixteen years of steady development, from season to season, each year adding its refinements of detail with not a thought of meeting a price.

During this time numerous changes have been made in types of design, but fortunately the design-

era of the Buick motor first sought and found the truth about gasoline motor constructions (the valve in head) is all that has been required. Buick cars are quality cars—the kind of a car that fulfills the expectations of the most exacting buyer. It is particularly satisfying to the purchaser of a Buick car to find, as he does, that his choice is everywhere admired and approved. Every detail of body and chassis is a match for Buick performance and the combination of most desirable and pleasing one.

In the Buick list will be found the five passenger, six cylinder touring and its counterpart, the roadster. The three passenger coupe is also included and the seven passenger sedan, the rapidly becoming popular style, has a prominent place. As in other years, Buick will also produce four. The new four has a valve in head motor, with electric starter, which develops thirty-five horsepower or brake test and is so reliable for rugged service that no eulogy is necessary among men who know Buick.

### IF YOUR CAR WAS STOLEN COULD YOU DESCRIBE IT FOR POLICE AS FOLLOWS?

These are the most important things the police must know if they are to do anything toward recovering a stolen automobile. Can you tell them these things about your car? Name and model (year, H. P., special name of manufacturer).....

Color..... Battery No..... Passenger..... Radiator No..... License No..... Steering Post No..... Motor No..... Transmission No..... Body No..... Church No..... Top No..... Front axle No..... Starter No..... Rear axle No..... Tires—Size, number, make..... Front left..... Rear left.....

Front right..... Rear right..... Remarks: Special identification marks, dents, noticeable scratches, monograms or initials; upholstery; any special feature or design.....

### SOME AUTO FIGURES

From available reports on American output, it appears that 79 per cent of the nation's autos were made in Michigan, Ohio and Indiana come next in order, those three states making 96 per cent of all cars in America.

Automobile registrations have already passed the 3,000,000 mark. Some large American cities have more automobiles than several European countries.

It is estimated our exports for 1916 have totaled about \$108,000,000.

Truck production for 1916 is estimated at about 98,000. The total production of automobiles for the first half of 1916 was only a little behind the entire year's output for 1915.

Although the price of nearly every commodity has gone up, only a few auto makers have increased the price of their cars. Car prices are little higher than a year ago and when compared with other things, cheaper than a few years back.

#### Smooth Faced.

A "smooth faced man" today is one who does not wear a beard. A hundred years ago, according to a commentator, a "smooth faced man" was one who had not had his face pitted by smallpox.

## SAVAGE FACTORY TO DOUBLE OUTPUT

Increase Made Necessary by Big Demand for Savage Products.

More than three times the number of Savage tires and Savage tubes that were possible last year are built every day now, in the San Diego plant of the Savage Tire Company. Notwithstanding this big increase in the output, the factory has found it difficult to keep up with the demand this year. This spring, orders have been pouring in from the big territory opened up last year in the middle west, as well as from the coast, and in order that all motorists may be supplied the Savage people have decided to put on a second shift of workmen and run their big factory night and day.

A second shift of workmen will practically double the output of both tires and tubes, and will assure Savage products for all who want them. Considerable new equipment is now on its way from the east and the Savage plant will easily be able to increase its output four times when these are installed. Savage officials attribute the big increase in business to high quality. Mr. Gabriel P. Ludden, of the Janesville Vulcanizing Co., local distributor, states that motorists in this vicinity are rapidly equipping with Savage tires and that the satisfaction that Savage products are giving is even greater than he anticipated.

The policy of the Savage Tire Company has always been, customers first. It has been their aim at all times to give their customers the greatest possible value and the most miles for their money. According to Mr. Ludden, their slogan "Heap Big Mileage" is well borne out by the mileage that Savage tires are giving here.

# Buick

## SUPREMACY

For Years the Buick Has Been the Standard in Motor World for Efficiency, Durability and Ease of Operation

Buick popularity is limited only by factory capacity. The demand of the public for this ideal car is unprecedented in the history of automobile making. The people realize that the Buick is the greatest Automobile Value ever produced.

The demand for Buicks has been continuously persistent and insistent. This year will break all records in sales because there will be a greater factory expansion.

## Famous Valve-in-Head Motor

Every Buick is equipped with the economical, flexible and powerful Valve-in-Head Motor, that has always been the pride of Buick builders and Buick owners. The Buick factory absolutely guarantees that the Buick Valve-in-Head motor will develop more power than any other type of automobile motor of equal size. This motor has been demonstrated thousands of times—not only gives you more power, but it saves you money in gasoline and oils.

## The Buick Gives You More Mileage

Ask your neighbor about his Buick—there's bound to be a Buick owner near you—ask him about the extraordinary mileage he gets per gasoline gallon. Ask him about its simplicity and his small garage bills. Ask him about his Buick's ability to withstand the shocks of poor roads and unusual weather conditions. Get "First-hand" information from your neighbor. He knows.

EVERY BUICK BUYER IS A BOOSTER BECAUSE HE HAS ABSOLUTE MOTOR CAR SATISFACTION

## Buick Performance Spells Perfection

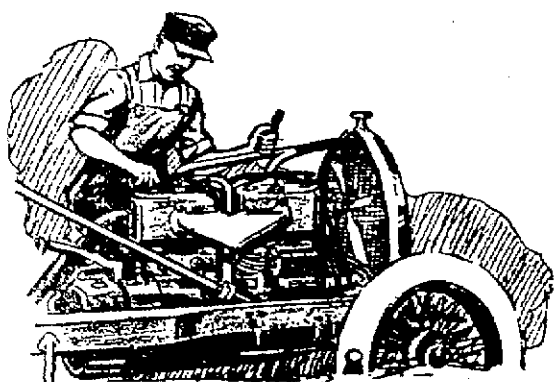
The price schedule: \$660 to \$1,835 F. O. B. Flint, Mich.

"When Better Cars Are Built Drummond Will Sell Them"

# Jas. A. Drummond

Buick Garage.

221-223 East Milwaukee St.



## The Care of Your Car Determines Its Service

IF YOU expect your automobile to give you efficient service whenever you need it, you should have it looked over by expert repair men occasionally.

"A stitch in time saves nine" holds just as true in the automobile business as in any other.

We are giving scores of Janesville motorists the kind of service that keeps their automobiles in first-class running order at the minimum of expense.

The fact that we don't have any of the usual "slump season" in our business, but are always busy is conclusive evidence that our efforts to serve well are appreciated by our customers.

Our service will please you. Try us.

## OLIVER J. GLEASON

Kemmerer Garage Service Dept.

206-212 East Milwaukee St. Rock Co. Phone Red 1287. Bell Phone 20. JANESVILLE, WISCONSIN.



## GOOD ROADS IN NATION'S FORESTS

Uncle Sam Will Open Up New Public Playgrounds.

### A SCENIC WONDERLAND

The National Forests Number 150 and Cover an Area of About 162,000,000 Acres—These Are to Be Made Accessible by an Appropriation of \$10,000,000.

Uncle Sam is preparing to open up a new public playground to the people of the United States.

The national forests—150 of them, covering an area of about 162,000,000 acres—are to be made accessible by the expenditure of the recent appropriation of \$10,000,000 for roads through these hitherto little known sections. A million dollars a year is to be spent by the forest service for the next ten years in this work, and, inasmuch as the states and counties will contribute a like amount, government officials figure that approximately 6,000 miles of new road will be constructed during the life of the appropriation.

This mileage will not only make it possible for travelers to penetrate to the heart of the virgin woods and enjoy scenic pleasures which have formerly been inaccessible, but it will form a species of insurance against forest fires which have been almost entirely lacking in the past, in addition to rendering far more habitable the hot and otherwise disagreeable sec-

forest rangers will be enabled to fight the costly forest fires with far greater ease than formerly and that the residents of nearly low sections, who formerly had no relief from the heat of summer, will now be able to enjoy the coolness of the woods near by instead of traveling many miles to some more accessible spot.

"The road problem of the forests is being met in two ways—first, by the work of public improvements being carried on by the government in the forests, and second, by the direct contribution to the counties from a share in the receipts from the forests. Every year the government has built in the forests roads, trails, bridges, telephone lines and other improvements. The national forests have been under administration only a decade, yet there have already been constructed 2,800 miles of roads, 22,000 miles of trails, some 600 bridges and nearly 20,000 miles of telephone lines. Every one of these improvements benefits some settlers and ranchers. Many are the communities made accessible through the roads, bridges and trails; many of the ranchers have been brought into pleasant and profitable communication with neighbors and outside places by the forest service and telephone, and many tourists have witnessed new scenic delights through the work of the service."

**Iowa Protects Road Signs.**  
A fine of not over \$100 or imprisonment in the county jail for not more than a year, or both, at the discretion of the court, is the penalty prescribed by the Iowa statutes for injuring or defacing "any signboard, design or other markings designating routes."

### VULCANIZING COMPANY DOES GOOD WORK

Local Company Makes Specialty of Tire Work and Guarantees Their Work in a Broad Way.

Located at No. 103 N. Main street, Gabriel Ludden conducts the Janesville Vulcanizing company making a specialty of tire and tube repairing. Every bit of work turned out by this company is guaranteed. A rapidly growing business attests to the place Mr. Ludden's concern holds in the public confidence.

In addition to the tire and tube repairing a garage and repair shop is operated where quick, expert work may be had when needed.

### FASHIONS AND FADS FOR WOMEN AUTOISTS

Many women are wearing the heavy silk coats for touring in preference to the more wintry looking garments. With the elaborate fur trimmings and heavy linings they are just as warm and are more comfortable. One of the coats, in a full gathered model, is in navy blue moire antique. It has an eight-inch bottom band of gray squirrel under the bottom, deep fur cuffs, a deep shawl collar with rever points and fur buttons. The lining is gray and silver brocade. The hat worn with the coat is a fur envelope turban with ribbon daisies which overlay onto the crown.

Cherry chiffon velvet is the material used in a smart coat for evening wear. The coat has loosely draped, soft French lines. Around the bottom there is a deep band of seal-skin finished at the top with three-inch scallop. The semi-draped kimono sleeves have fur cuffs with scalloped tops and the fur collar is of the Chin-Chin variety. The lining is a gold and white brand.

While not new among robes for winter use, the one in broadcloth lined with wombat wool in natural gray is very popular. The robe is finished in the usual way with the wide stitched hem. Perhaps one reason why the robe is so well liked is because it is so light, pliable and warm. Long haired fur robes, while much used for touring are not popular for the town limousine.

The vogue of the silk or wool scarf and cap is most astonishing. They are to be had in all materials and are embroidered or not, according to fancy. A very smart white set is in vogue with the scarf ends embroidered in very large white ribbon daisies. The scarf is lined with heavy white silk.

### APPEARANCE OF CAR DEPENDS MUCH UPON CARE IN WASHING IT

Some Good Pointers in Art of Motor Ablutions—What Not to Do.

You can abuse the engine pretty consistently before it begins to complain. You can abuse the finish once or twice, and then you have no finish to abuse. The appearance of the car and the appearance of the finish are one and the same thing, and appearance goes a long way toward determining the value of a house, a horse, or an automobile. The lack of washing and failure to wash properly will do more toward ruining the appearance of the car than any other thing. The varnish of the new car is hardened and benefited by frequent washing with clear cool water. Mud, allowed to dry, or freeze on the car, takes up all the oil from the varnish and leaves the finish streaked and spotted. Dirt is not the only enemy for garage gases and even the atmosphere of some cities attacks the finish of the car which is not frequently washed.

Before you turn your car over to a garage for regular washing examine the other fellow's car, and see what they are doing to it, and once you find a man who knows how to care for the car properly let him wash it every time it needs it. A single washing carelessly will destroy the lustre that careful washing has preserved for months.

Start in by cleaning the top. Give it a good stiff brushing to remove the loose dust, and then either sponge it or use a soft brush with clear tepid water and castile soap. A chamois skin kept especially for the purpose will hasten the drying, and of course the top is not folded back until it is thoroughly dry. About every other time it is a good idea to give the interior a little more attention than it gets from a stiff brushing. Go over the leather upholstery with a woolen cloth dipped in clear water to which has been added a few drops of ammonia. If the upholstery is of cloth it can best be cleaned by sponging with water containing a little salt and alcohol.

Now you are ready to use the hose. Be sure to remove the nozzle and the water over every part of the body, the dust as possible and to loosen the mud, or ice, or snow, so that with a little patience it can be floated off. In cases where the car is exceptionally cases where it is exceptionally dirty it is well to let it stand 15 minutes and then shower it again.

Take a soft clean sponge and, following it with a gentle stream from the hose, go lightly over the body. If the hose, go gently over the body. If the hose, go gently over the body. If the hose, go gently over the body. If the hose, go gently over the body.

Choose Soap Carefully.

Grease and road oil collect on the chassis, and their removal requires more vigorous treatment and special tools. Special brushes will greatly facilitate work in inaccessible corners. The caustic action of an alkali soap is necessary for the removal of grease on the chassis, but even when used here it is advisable to employ it in the form of a soap solution made by dissolving a pound of soap in a gallon of warm water. The soap is, of course, rinsed off, and a hard stream may be used on the chassis to advantage, but it should not be directed against the wheel hubs for dirt may be washed in and reach the bearings.

The chamois used on the chassis is never folded to the body. On the body the water is taken up, applying a chamois with a slight pressure, and not by rubbing it over the finish. Never drive your car into the cold atmosphere until it is thoroughly dry. Cracked varnish will be the inevitable result if you do.

Never attempt to remove a heavy dust accumulation by dusting. Never attempt to rub the dirt off; make it flow off. Never direct a hard stream against the body; it drives the dirt in. Never let the car stand and dry off after it has been out in the rain or snow. Never wash the car in the morning sun; it dries too quickly and spots the finish. Never use polishes with an oily base that will collect dust. Wash frequently with plenty of clean water.

**Working an Adage.**  
"Doctor," said the medical student, "is a blind man apt to be an idiot?"  
"Why, no! What makes you ask that?"  
"The adage says, 'Out of sight, out of mind.'"

### OLDS ADDS '8' SERIES WITH 4 BODY STYLES

Light and Distinctive With New Radiator Design—Comfort Featured—Sold by Kemmerer.

Coincident with its entry upon the nineteenth year of its manufacturing existence, the Olds Motor works of Lansing, Mich., announces a new series of motor car—the eight-cylinder Model 45.

The published aim of the Olds Motor Works, in offering these cars, is to build a light car that in point of performance, refinement of finish, and mechanical excellence will be recognized as instantly competitive with the world's finest cars by the most exacting buyer.

There are four body styles in the new series, a seven-passenger touring car, a five-passenger touring car, a four-passenger club roadster, and a two-passenger roadster; the rear compartment of which is convertible into a leather upholstered seat for two extra passengers; all on the same eight-cylinder chassis.

Unusual beauty of line and handsome proportions distinguish these cars throughout. They are distinctive—individual to the last degree, with power and strength apparent beneath the smooth flowing curves and gleaming exterior.

Entirely new is the radiator, with a distinctive, fluted oval shell in nickel finish—a work of art as well as of advanced mechanical design. The starting crank spindle does not protrude through the radiator, the aperture being sealed by a nickel plated cap. A new type mud apron, with a deep wide flare, provides thorough protection against splash and mud, and, with the lamps the edges of which are grooved to match the radiator, finishes off an unusually attractive front and design.

Car is Roomy. Throughout the cars, considerations of comfort are predominant. The 120-inch wheel base, with the compact eight-cylinder motor, provides unusually ample leg room, while high body sides and deep seats give the secure, cozy sensation of sitting in, not on the car.

Utmost luxuriousness is evidenced in the upholstery, long grain, bright finish black leather, box-pleated, and furnished with new style springs, encased in individual sacks, the touch of this upholstery is delightfully soft and yielding; its appearance rich and sumptuous.

In the seven-passenger, detailed attention to comfort is manifested in the auxiliary seats, which are substantial and generous in proportion, with ample leg room both front and rear. When not in use, these seats tilt forward into recesses in the floor of the tonneau and the back of the front seat, further concealment being afforded by leather flaps that match the flap pockets in the doors, presenting an unusually close harmony of design.

### OIL COMPANY CHANGES HANDS

Well Established Business of Kinnie & Son, Has Been Purchased by Mr. W. M. Lawton.

It will be interesting to local motorists to learn that the oil business of Kinnie & Son, with offices at No. 103 N. Main street has been purchased by W. M. Lawton who will personally conduct the business with the idea of rendering the motor car owners the highest class of service by selling only the very high grade Imperial oil and gasoline which is now in considerable demand on account of its high quality.

**Tacoma Club Marks Road.**  
The Tacoma Automobile Club, Tacoma, Wash., has completed posting road signs on some 350 miles of highways tributary to Tacoma. The Olympic highway has been marked for a distance of 200 miles, while the Pacific highway to the south and many of the shorter roads to the northeast have now been marked.



**SAVAGES INVADE JANESVILLE**

**SAVAGE TIRES**

**and Grafinite Tubes**

Better tire and better tube values because Savage Tires are sold Direct from Factory to Consumer. No dealers' percentages are figured in our prices. The middleman's usual profit is all saved and added to the quality, so we can quote you low prices.

You get, in Savage Tires, extra mileage, as well as low prices—10,000 mile "Savages" are common; 20,000 mile "Savages" are not unusual. Adjustments are made on the basis of 4,500 miles—1,000 miles more than standard makes.

Savage Tires and Tubes are not new. They have well established reputations for mileage and quality. We have just received a full stock fresh from the factory and are well equipped in every way to take care of your tire needs.

Ask For Tire Book

Factory Distributor:

**JANESVILLE VULCANIZING COMPANY**  
103 N. Main Street. Janesville, Wis.  
G. F. LUDDEN, Manager.

## Announcement of Interest to Motor Car owners IMPERIAL OILS AND GASOLINE NOW SOLD BY W. M. LAWTON

I wish to announce that I have purchased the business of Kinnie & Son, dealers in Imperial Oils and Gasoline, and will continue the business on the same basis as heretofore with offices at 103 N. Main St.

### Motor Car Owners Should Remember When Buying OIL or GAS.

When you buy gasoline or auto oil are you paying for experience or results?

Experience at any price is expensive to you while Results are Cheap at Twice the price of experience.

If you are wise you will let me eliminate expensive experience for you and supply you with results in *Imperial Gasoline or Oil*.

There is no Question But What Imperial Gives More Miles Per Gallon and is Therefore the Cheapest in the End

**W. M. LAWTON** Successor to Kinnie & Son  
103 N. Main Street Both Phones.

## AUTO OWNERS, ATTENTION!

First Class Tire and Tube Repairing.

We guarantee every piece of work that leaves our shop in a manner that permits no doubt as to the genuineness of the guarantee. HIGH GRADE ACCESSORIES of all kinds. We select the best quality and will have no other.

**WE SELL SAVAGE TIRES**

See our advertisement on Savage tires in this section of The Gazette.

**GARAGE AND REPAIR SHOP** in connection. Bring your car here for quick expert work when it needs repairs.

Prices always reasonable.

**Janesville Vulcanizing Co.,**

G. F. LUDDEN, Prop.  
103 N. Main St. Both phones.



## PEDESTRIANS OUGHT TO SHOW GREATER CARE, TEST SHOWS

Albany, N. Y., Feb. 24—"Recently," says Secretary of State Rufo, "there was conducted a demonstration measuring the time interval between seeing a small white flag appear and pressing down a lever with the finger. With most of the persons experimenting with this interval was found to be about one-tenth of a second, but with some more slowly moving individuals the interval was twice as long."

This kind of a test, however, has an immediate application to present road traffic conditions. A vehicle traveling 15 miles per hour moves forward three feet in one-tenth of a second. It follows that, if a fast vehicle can move from three to six feet from the position in which he first noticed it, before he has time to even move a finger to say nothing of moving the wheel of his body, that the pedestrian who unconsciously brings disaster upon himself by relying too much on the watchfulness and quickness of the drivers of automobiles, he may expect to use the road. This often causes him to step without looking into a heavily traveled street, or to walk from behind the trolley car directly into the path of vehicles. In fact, this demonstration proves that the little emphasis has been placed upon the dangers of the road, on which traffic has more than doubled during the last few years, and educating work along this line will do much to diminish the number of highway accidents.

Court of appeals at Albany, N. Y., holds that a car maker is liable for defects in an article causing injuries to purchasers, even though purchase is made through intermediaries.

## \$900 IS AVERAGE PRICE OF AUTOS

Year 1917 Will Make Purchase of Car Cheaper Than in Any Other Previous Year.

There is no other industry in the world's history which shows such phenomenal growth as that of automobile manufacturing. The increase in number of motor cars seems like a page of fiction from the tales of Arabian Nights. We read with incredulity of the astounding amount of money passing hands daily in the terrible war struggle in Europe—yet we pass with hardly a comment on the billions of dollars actually put into circulation by the automobile industry and its allied branches. It is hard to believe, but nevertheless true, that the total number of cars manufactured in this country in 1916 was 1,648,386, the total value of which, based on retail prices, was \$1,563,000, or 80 per cent greater than 1915.

Cars the World Over. Statistics of 1916 show approximately automobile registrations in the eight leading countries of 3,895,722 cars in the following order: United States, 3,352,000; Great Britain, 276,000; France, 244,000; Germany, 144,500; Canada, 55,680; Russia, 15,000; Italy, 10,000, with a total valuation of the cars owned in the United States of over two billion dollars.

Just as the war has revolutionized the surgery and medicine, so has the automobile industry changed the methods of manufacturing, created new wonders in chemistry and developed some of the master minds of business. The methods of steel manufacturing have been improved to such an extent that weight has been reduced in the last ten years 25 to 40 per cent. Six popular cars of 1917, compared with their 1907 models, show a decrease in weight of 28 per cent, but with an inestimable increase in strength. As an example, in 1907 the Crow-Elliott weighed 3,300 pounds, while today it tips the scale at 2,400.

We find electricity mastered to its present state of efficiency, the storage battery perfected and incandescent lamps improved. The manufacture of cotton fabric for tire construction has changed the entire methods of cloth manufacturing. Life on the farm has been made a new existence. Labor-saving devices and methods for the decrease of production cost have found their way to other lines of business manufacturing, following the example of automobile construction.

In 1907 the average cost of motor cars was \$2,125. In 1917 the average price will be about \$900. This economy in production cost will enable manufacturers to save to the buying public approximately \$1,275 per car over the cost of ten years ago. With 2,357,000 cars estimated by factories for 1917, this shows the tremendous saving of \$3,413,000,000. Nine years ago the Crow-Elliott price was \$3,400; today it is \$795, with an increase in production of 2,600 per cent in nine years.

## IS FEATURE OF DODGE CARS

The neat crown in the fender is one of the distinctive features of the Dodge Brothers car. It may be of interest to know that special machinery of tremendous proportions is necessary to produce this crown. The illustration will give an idea of its magnitude. The fender press in the foreground picture shows a section of the large pressed steel department—descends on the flat sheet steel with a pressure of 800 tons. The crank shaft, shown in the other picture, is similarly cut and pressed into shape. In the same department there are several machines for pressing out the hub caps, one of which weighs 150,000 pounds and exerts a ram pressure of fully 3,000,000 pounds.

Want ads yield quick returns.

## AUTO OWNERS' SERVICE TESTS

The King Motor Car Co., of Detroit, will continue their car owner's service tests during the coming year and the public is asked to make suggestions. In case a suggestion is adopted, Mr. Alton Ward, Jr., president of the company, states that the sum of one hundred dollars will be paid to the person with the idea, provided they are not connected with the King organization.

It is not the intention of the King official to stage any event, except the kind that has real merit for the service of the eight-cylinder King owner, and the thought must be something along original lines. During the past year the eight-cylinder King has figured in a number of car owner's service tests with stock cars, two of the tests being under the auspices of the American Automobile association giving to the King product records that were never before established or, thus far, even attempts made to break. One was the well known 10,850 miles non-motor stop (no mechanical trouble) run on the Sheepshead Bay Motor speedway and the other was an actual actual touring condition fuel economy test from Pittsburgh to Milwaukee.

"It is but natural," Mr. Ward states, "that we should have a large number of offers for touring trips and commonplace tests, something that combines pleasure with work but which shows no originality or results of value because of the information they impart to the owners. What we want are tests that will be educational of benefit to King owners and affording opportunities to our engineers to gather new data for future design. The King salesrooms in Janesville are at the Janesville Automobile Co., in charge of Mr. Wm. O'Connell.

## BEAUTY HINTS FOR WOMEN MOTORISTS

It is said persons who perspire freely do not freckle or tan so easily. But motoring does not tend to induce perspiration, except, perhaps, in the case of blivettes and, like, and the motorist is particularly susceptible to the solar rays. The wind in motoring dries up the outer layer of skin, and unless there is additional protection, such as cold cream, the freckle. One is advised to avoid water, especially warm water, on the face for at least an hour before exposure to wind or cold. Rose water and glycerine, though, are not too good, for they prevent sunburn and ward off the marauding freckle, which seems to have an affinity for the tip of the nose and the cheek just beneath the eye.

Freckles are due to the irregular deposit of pigment forming cells in the skin. Exposure to sunlight stimulates the pigment formation, and freckles are the result. It shows a regular distribution of such cells. Pigment cells are more numerous in certain spots, which appear darker when the skin is exposed to sunlight. Freckles are the result of an irregular distribution of pigment formation and are the freckles.

If one could avoid sunlight altogether, one could avoid freckles. It is possible to protect your skin against sunlight by cold cream and a good powder. Light summer freckles eventually wear off. Lemon juice, hydrogen of peroxide and glycerine hasten their departure. Never use an application containing corrosive sublimate, however. This is one of the most dangerous poisons and is as much to be shunned as lead in powder is.

## BOSTWICK DISPLAYS AUTO LUNCH KIT

R. M. Bostwick & Son Show a New Novelty That Appeals to Motorists.

To drive out into the open country, take out your auto lunch kit, some appetizing food, spread an oiled cloth on the ground and serve a lunch to your guests, is something that has always been more or less of a problem to the motor car owner. Now this is made easy by the possession of an Auto Lunch Kit as shown by R. M. Bostwick & Son. This kit contains everything necessary to the serving of a meal. Put up in a neat case just the right size to strap on a running board. The prices are very moderate.

## "OAKLAND SENSIBLE SIX"

"Sturdy As the Oak"

THE car with famous 41 horse-power valve in head motor, Delco starting and lighting system, 32x4 tires nonskid on rear, 115 inch wheel base, a very roomy body and averaging 20 to 25 miles on a gallon of gasoline and will stand the test with cars selling around the \$1,000 mark and over.

If you contemplate buying a six cylinder car this year selling around \$1000 don't fail to look this car over first, have a ride in it and determine for yourself if it is not the best buy for the money you have seen.

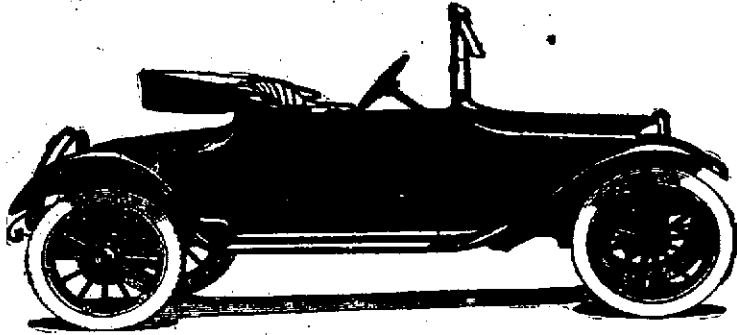
It has the latest type of upholstery, beautiful lines and wonderful riding qualities only found in some of the higher priced cars.

The Oakland is a sensible six because it has flexibility and power linked with simplicity of construction and economy of operation which users of cars have found to be the best obtained in this type of motor. The price being \$875.00 F. O. B. factory.

## PRIELIPP & WEIBLER

212 E. Milwaukee Street.

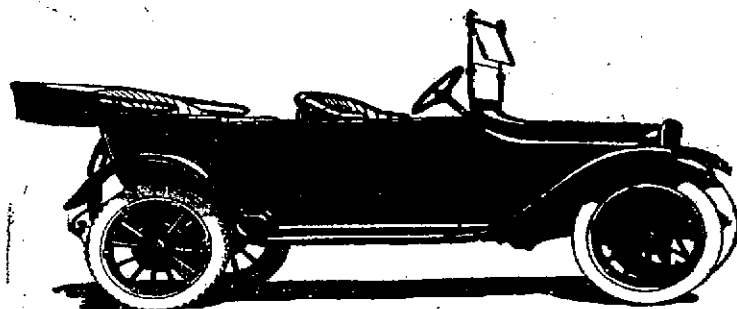
## DODGE BROTHERS MOTOR CAR



A man's car in its sturdiness and swift response—a woman's car in its grace of line and design

In short, an ideal car for two. Lounging room for both, and luggage room for both. Beautiful finish and steady, consistent performance—no matter what you ask it to do or where you ask it to go.

The tire mileage is unusually high. The price of the Touring Car or Roadster complete is \$785 (f. o. b. Detroit)



Janesville Automobile Company  
18 South Bluff Street.

## CHALMERS CARS OUTPUT SOLD

The outlook for the Chalmers for the coming season is a sad one from all appearances as the output up-to-date has been about all sold up and the factory is working day and night in an effort to gain some ground and to be able to supply the demand when the season is in full swing.

The Chalmers is too well known to go into any minor details, but up to January 10th, they had turned out some 30,000 cars and right now are not in position to say when they will be able to fill the balance of their spring shipments. Their popularity is due, of course, to their marvelous engine which has a quicker getaway than most of the six cylinder models due to the fact that they have aluminum pistons and hollow crank shaft light connecting rods. The pistons weigh but twelve ounces and are better than cast iron pistons for several reasons, lightness being one as a cast iron piston of same dimensions would weigh 14 pounds, but aside from that they are not near so apt to score a cylinder wall and another advantage they have is that they do not carry heat as iron will.

The Chalmers can be throttled down to three miles per hour or you can go sixty if you like. Are economical on gas and tires and makes a fine family car. The price will be advanced about \$160 March 1st, due to shortage and the high price of every kind of material that goes into them.

## ACETYLENE WELDING DONE BY BURTON

Time and Money Saved to Motorists by Using Burton's Welding Plant.

It is no longer necessary for owners of automobiles to submit to delay and expensive charges for repairs when they are unfortunate enough to break any of the auto's parts. This work can be done at Fred B. Burton's plant, 111 North Jackson street, with no loss of time and at little cost. Mr. Burton's seven years' experience with oxy-acetylene welding enables him to do the very best kind of work.

Read the want ads, they're newsworthy.

## Wherever Men Meet Who Know Motor Cars

you will find a hearty word of commendation for the Paterson.

Every man has his favorite—and we do not say the Paterson is the only good car—but the number of men who are saying, "My next car will be a Paterson," is growing larger every day.

Motor car value—the kind you can put your finger on, and judge for yourself—is just crowded into the Paterson.

Start with the exterior. Its big, generous, yet graceful lines satisfy the eye as no skimpily built car ever can. It is a real motor car—not a substitute for one. With it, you can drive right up alongside cars costing from \$1500 to \$2000 and feel no regrets for your choice of the Paterson.

And inside, where the element of real service is determined, you will find it maintains and even exceeds the promise of its handsome exterior.

The Continental Motor, six cylinders, forty-five horsepower, means a torrent of power, long life, dependability and economy—no need to say more to the man who knows motor values.

You will find the Delco Electric Lighting and Starting System on the highest priced motor cars in America—and on the Paterson.

Light weight, 2700 pounds. Big, roomy seats, with auxiliary seats for children if you wish. A flexible, perfectly balanced spring suspension that means constant comfort over all kinds of roads.

You are going to see a great many more Patersons this year than ever before. Why not be among the first to select this wonderful car?

## Janesville Automobile Company

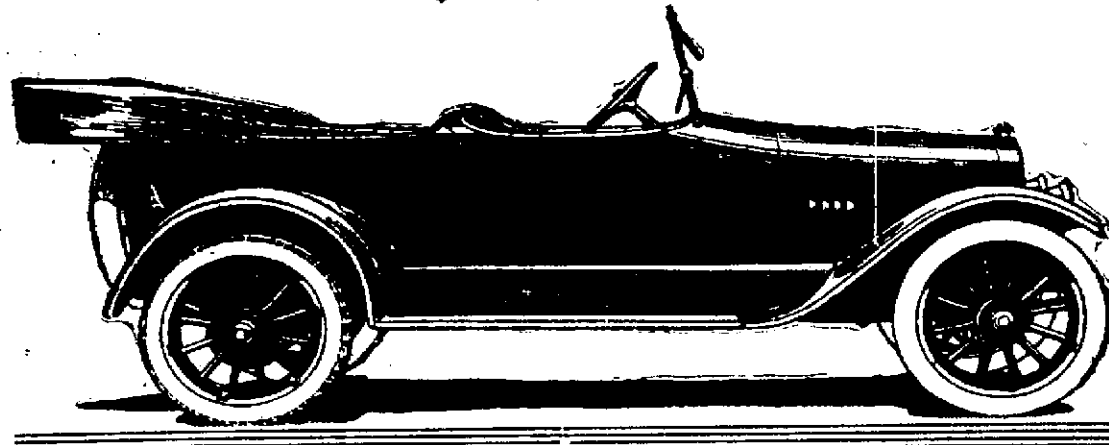
WM. O'CONNELL, PROP.  
18 S. Bluff St.

Manufactured by

W. A. Paterson Company, Flint, Michigan.

## PATERSON

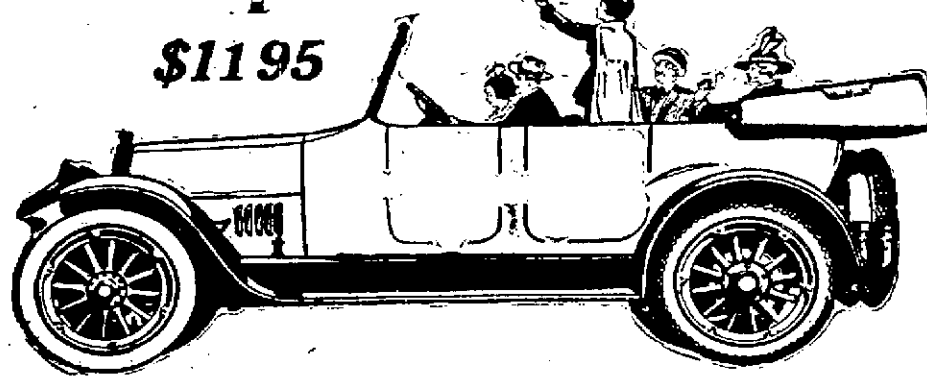
\$1165. 6-45



## KISSEL KAR

Hundred Point Six

\$1195



## Hundred Point Six

### The All-Year Car

An original Kissel idea carried to perfection in this series. ALL-YEAR Sedan, Coupe and Town Tops mounted on Hundred Point Six Touring, Roadster and Victoria bodies. Prices complete, \$1635 to \$1950.

THE new Hundred Point Six at \$1195 establishes in beauty and duty an unapproached standard of motor car value.

Let us explain to you its One Hundred Quality Features—each vitally concerning looks, comfort, refinement, efficiency, stability and economy.

Look it over. Car on display here. Today is best.

## KISSEL KAR

EVERY INCH A CAR

## F. B. BURTON

111 N. Jackson St.

Both Phones.

SEE THE CLASSIFIED PAGE FOR USED CARS



## DESCRIBES METHODS USED TO RESURFACE ROCK COUNTY ROADS

HIGHWAY COMMISSIONER MOORE  
GOES INTO DETAIL ON MAT-  
TER OF ROAD MAINTENANCE.

### GREAT CARE EXERCISED

As Much Attention Is Paid to Recon-  
struction as to Original Building.  
Large Mileage Covered.

The following article by Charles E. Moore, highway commissioner of Rock county, goes into detail on the methods employed in this county in resurfacing worn out roads and county aid roads. It was read at the recent meeting of the Wisconsin Good Roads School at Madison and has lately been published in the Constructing and Engineering Magazine (Chicago). Mr. Moore's exposition of this important subject has attracted wide attention and he has received inquiries from all parts of the country, and it is to be expected that it will be of interest to all persons who are interested in good roads for Rock county.

### "Resurfacing and 'Surface Treating' Gravel Macadam Roads."

(By Chas. E. Moore.)

We have resurfaced about 35 miles of gravel roads in Rock county the past three years.

The method we pursue in resurfacing a gravel road is essentially the same as the new construction except that we plan to use the old road bed for the foundation course.

We begin by trimming up the old grades, being careful to open up the gutters and provide for proper drainage, replacing worn-out culverts by reinforced concrete culverts wherever needed. We then stake out the road according to the center line survey, using two lines of stakes for the purpose, set every 100 feet and the width of the desired surfacing.

Having established the true lines to work to, by means of stakes, we hitch a motor roller to a scarifier and using four teeth scarify the outer eighteen inches of the old gravel surface, or when the old road bed is extremely rough and wavy, the entire road surface to a depth of 4 to 6 inches. Then, attaching a beam to a grader, we use the loosened gravel to raise up the road bed, filling up all depressions, cutting the gravel from one side to the other to balance up, bringing it to the center to give necessary crown or leading it out over the outer edge of the scarified line according to requirements in order to give a true shoulder for the new surfacing with a shoulder of sufficient height to retain the gravel of the depth required.

We ordinarily use a four to six inch course depending upon the condition of the old road bed. If the road should be so badly played out as to require a deeper course than six inches, it is best to throw out and start the gravel in regular courses, a new work. If at any point the old road is considered too low, instead of bringing out the grade should be brought up and sufficient dirt brought up from the gutters to build retaining shoulders and the gravel put in between will raise the grade to any desired height.

Crushing Plants Used.

Having completed the new subgrade it should be thoroughly rolled and is gravel is not fit to be used in situ, we install one of our portable crushing plants with gravel conveyor attachment, about 100 feet long, and have solved the problem of gravel road construction in Rock county.

Care should be taken to see that the gravel has the proper binding element so that it will "tie up" properly after being flushed and rolled. In the case of clean gravel, gravel of one size should be supplied as the gravel is fed into the crusher. This percentage can be reduced according to the size of binding element in the gravel. This binding element can be supplied by making use of the smaller size of gravel and mixing them to dry. A little experimentation in this way will show what is required. I find that redish colored gravel will always "tie up" and make a hard road. The addition of clay. We aim to crush the gravel as fine as a jaw crusher will do it conveniently. We use a one-fourth inch screen for the first bin, of screenings and a two inch screen for the second or gravel bin. In case it turns out too much screenings due to a large percentage of sand, we place a wire dust jacket or second screen and the gravel is then screened to save and carry the small pebbles on into the gravel bin and waste the surplus screenings. If the gravel is dry and comes out too clean, we also place a fine dust jacket and carry enough of the screenings into the second bin to nicely fill the voids in the gravel but not enough to make the gravel sticky when dumped on the road. This makes a combination that works to best advantage under the roller. After this gravel is spread on the road bed the roller is to work on it in the routine screenings are dumped on the shoulder of the road at intervals of about 25 feet whenever the voids in the gravel are not filled until no more appears on the surface, the roller being kept on until the gravel is thoroughly settled. It is then ready for finishing.

We finish about 200 feet at a time, using from three to five tons of water, depending upon the requirements. The water being applied in sufficient quantity to keep the gravel from sticking to the rims of the roller, screenings being again applied to the surface and the gravel appears on the surface. The road should be rolled until it runs down smooth and is thoroughly packed, care being taken not to roll long enough the gravel to get mushy. If for any reason the process is not successful, the road should be allowed to dry out and the process of flushing and rolling repeated.

Screening for Dust Cushion.

After the road is dried out and before opening to traffic an inch or more of screenings should be evenly spread on the surface of the road. The purpose is to supply a cushion or carpet to prevent raveling and to preserve the metal front abrasion. Before the appearance of the automobile, whose swift movement sweeps the road bare of dust, a dust cushion was supplied by the action of horse drawn traffic. We must now supply that cushion artificially. We have found by the application of screenings, as I just stated, that a road can be preserved the first year or longer by the use of a king drag or simply going over the road when it is wet and dragging the screenings back on to the truck when they have begun to work off the edge of the road. This process can be kept up with fairly good results until the screenings are worn out. This method of surface treatment with screenings may be economically used wherever gravel screenings are obtainable and is especially good for preparing a new road. When the screenings are used, contains a large percentage of small pebbles and a small percentage of coarse pebbles we crush it as fine as we can

## IT'S LATEST NOVELTY IN MOTOR FINERY



### PATERSON CAR NOW SOLD IN JANESVILLE

to give an even mixture and use it, crusher run. We find the finer the gravel the less it will ravel under automobile traffic.

When we are using material out of a glacial drift consisting of a conglomerate of gravel, hardheads and light colored clay, we pursue the same process as that just mentioned. This material does not need to be flushed, it only needs to be rolled when damp. It makes an excellent road and in the three years we have been testing it out it has given the best results of any material we have used and is road even when the percentage of gravel is not large. It is impervious to rain and does not ravel in dry weather, hence does not require dressing so much as other macadamized roads. The cost of resurfacing a gravel road depends largely upon the distance of the haul, costing all the way from \$500 to \$2,000 per mile.

Need Penetrating Oil.

We surfaced treated with oil 20 miles of road in 1915 and 27 miles in 1916. We find that the oil that best suits our purpose is one that has good penetration and at the same time will produce a good carpet by the addition of sand. An oil that is all absorbed by the road surface is not satisfactory in that it does not make a wearing surface. On the other hand, an oil so heavy that it does not penetrate well will soon pull off from back of bond. Due regard should also be given to the period of time an oil will retain its "life" or elasticity and that is least affected by change in temperature.

We use a motor truck to trail our pressure distributor and our avenger. In applying oil care should be taken to thoroughly sweep the road free from dust and dirt. We apply all the oil that will stay on the road. In 1916 we used 2,000 gallons of oil on four miles of road, oiling ten feet wide. We have a gang so ahead of the roller and sand and dump it in one-fourth yard piles 25 feet apart just outside of the gravel bed. We pre-charge torpedos sand running up to one-fourth inch pebbles because we find it builds up a better carpet than fine sand. We expect to use a truck to haul the sand next year. Another gang follows the distributor and spreads the sand, using enough to take up all the oil remaining on the surface. After a few hours or a day the roller comes over the road and look for depressions where the oil has collected and shows through the sand and fresh sand is applied with the double purpose of building up the depression and keeping the oil from picking off where most needed. If there are any bad ruts, they should be tramped full of gravel and saturated with oil with a generous supply of sand on top. If at any time bare spots appear after a road has been oiled, it should be gone over and oil should be poured on the spots; all well covered with sand. Otherwise the ruts will soon form in the bare spots. We believe in oiling all main traffic roads where the macadam shows a tendency to ravel. We are not convinced that it pays to oil the poorer grades of gravel roads, and the gravel is near at hand it is more economical in the case just cited to keep the ruts filled with fresh gravel, to use the king drag systematically and to resurface the road when it has worn thin.

The average cost of oiling roads in Rock county in 1916 was \$355 per mile. CHAS. E. MOORE, Highway Commissioner, Rock County, Janesville, Wis.

OAKLAND SELLS  
AT POPULAR PRICE

Priellip & Weibler Have Agency For This Popular Model.

As the automobile season is fast approaching there are many who are going to buy a car this coming spring and summer, but the question that is puzzling the majority of buyers is what car to buy and while there are a good many makes of cars on the market today it must not be forgotten that there is a big difference in them, even those ranging along about the same price, but for a well proportioned, well balanced, powerful, reliable, plenty of power and room with a 40 h. p. motor, valve-in-the-head, which is a miser on oil, gas and tires, it would be a very hard matter to find the equal of the Oakland Six.

Contains the best grade of material throughout and with riding qualities that could hardly be expected at the price, the secret of all lays in body suspension and in rear spring which measures 32 inches long. The upholstery is of the latest type, known as the pleated type, in other words it has not stay buttons. The average mileage is from 20 to 25 miles per gallon, has the Deico starting and lighting system with an Exide battery genuine Pantasote top, overlapping windshield, a moderately priced car built to operate at a reasonable cost.

Recovered.

Brown—I met White a few minutes ago on his way downtown to recover his son's body. Green—You don't tell me! Was his son drowned? Brown—Oh, no! But his father said he needed a new suit of clothes.

The ordinary year ends on the same day of the week as that on which it begins.



# DORT

## The First Impression Lasts

First sight of the 1917 Dort will impress you. The trim, smart lines—the new conveniences and the comfortable, substantial atmosphere of the car carry great conviction.

Then get down to brass tacks. Look under the hood, under the

body. Learn for yourself the absolute honesty and service-giving sturdiness of every working part. Ride in the car—put it to every test. Find out how it performs under every condition of service. Your first impression of quality will be verified. See the 1917 Dort, a better car than ever.

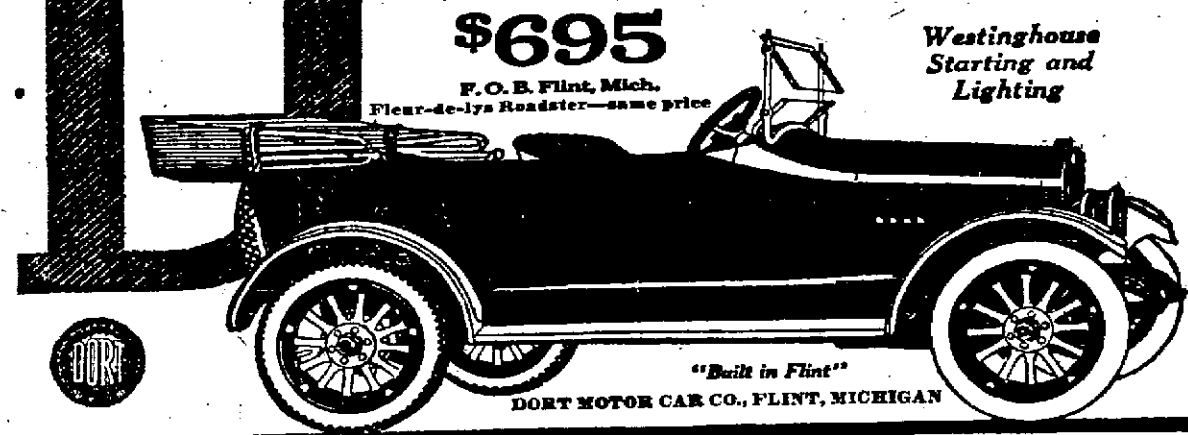
F. F. BURGGEY, Edgerton, Wis. Agent.

Wanted—Live Agents in Rock County. Write to Above.

\$695

F. O. B. Flint, Mich.  
Clear-de-luxe Roadster—same price

Westinghouse  
Starting and  
Lighting



"Built in Flint"

DORT MOTOR CAR CO., FLINT, MICHIGAN

## America's greatest "Light Six"

Always a car of character and unusual beauty—the new series Haynes "Light Six" embodies a number of refinements which make for even greater comfort and exclusiveness.

But the engine is the same wonderful tried-and-true, high-speed motor, which has been setting the pace in the light six field for three seasons.

WITH CYLINDERS 3 1/2 x 5. THIS MOTOR DEVELOPS MORE POWER THAN ANY OTHER MOTOR OF ANY MAKE OF EQUAL BORE AND STROKE.

This reserve power, coupled with rare ease of control, gives the Haynes "pop" and snap, responsiveness to the throttle, that no other car of its kind can equal.

One to sixty miles per hour on high—pick up of 30 miles within 7 1/2 seconds from standing start—8000 miles to a set of tires, 400 miles to a quart of oil, 16 to 22 miles on a gallon of gasoline—these are definite figures of what the Haynes does in the hands of its users—and figures that give the Haynes a big margin of preference after searching comparison.

We cite the well known facts of Haynes performance, merely to convince you it's worth considering. Let us demonstrate and ACTUALLY SHOW YOU what the Haynes will do for YOU.

### SPECIFICATIONS AND PRICES "LIGHT SIX"

Model 24. 5-passenger touring car. Weight 3000 lbs. Wheelbase 121". Price \$1595. Closed Car \$2260.

Model 25-2. 4-passenger roadster. Weight 3000 lbs. Wheelbase 121". Price \$1725.

Model 27. 7-passenger touring car. Weight 3100 lbs. Wheelbase 127". Price \$1725. Closed Car \$2390.

Demountable Sedan and Coupe tops for all models \$275. Wire Wheels Extra. F. O. B. Kokomo.

All models are completely equipped, including seat covers, motor-meter, ammeter and all accessories.



# HAYNES

Alfred  
Schnell  
Local Distributor  
1130 Milton Ave.  
R. C. Phone Red 879

THE HAYNES AUTOMOBILE CO.  
KOKOMO, IND.

## America's greatest "Light Twelve"

This beautiful new car is Haynes quality throughout—a product of the same organization which developed America's Greatest "Light Six."

Behind the twelve purring cylinders of this car of giant power, you get a joy of driving that can only be had in a twelve. Up hill and down—through sand and over the perfect road—this car takes you on and on, and seldom do you have to call upon half of the reserve power, or the reserve speed that is yours if needed.

"Light Twelve" exactly fits this car, too. The motor weighs only a very few pounds more than that of the "Light Six." The car complete is 3100 pounds against 3000. A real engineering achievement.

The master motor of the Haynes "Light Twelve" is of the high-speed type, with valve-in-head construction and removable cylinder heads. Aluminum pistons are used. All parts are readily accessible.

The economy of this twelve gives it a distinct standing—it's absolutely the last word in automobile engineering. The time to talk over this car is NOW—for the demand is overwhelming.

### SPECIFICATIONS AND PRICES "LIGHT TWELVE"

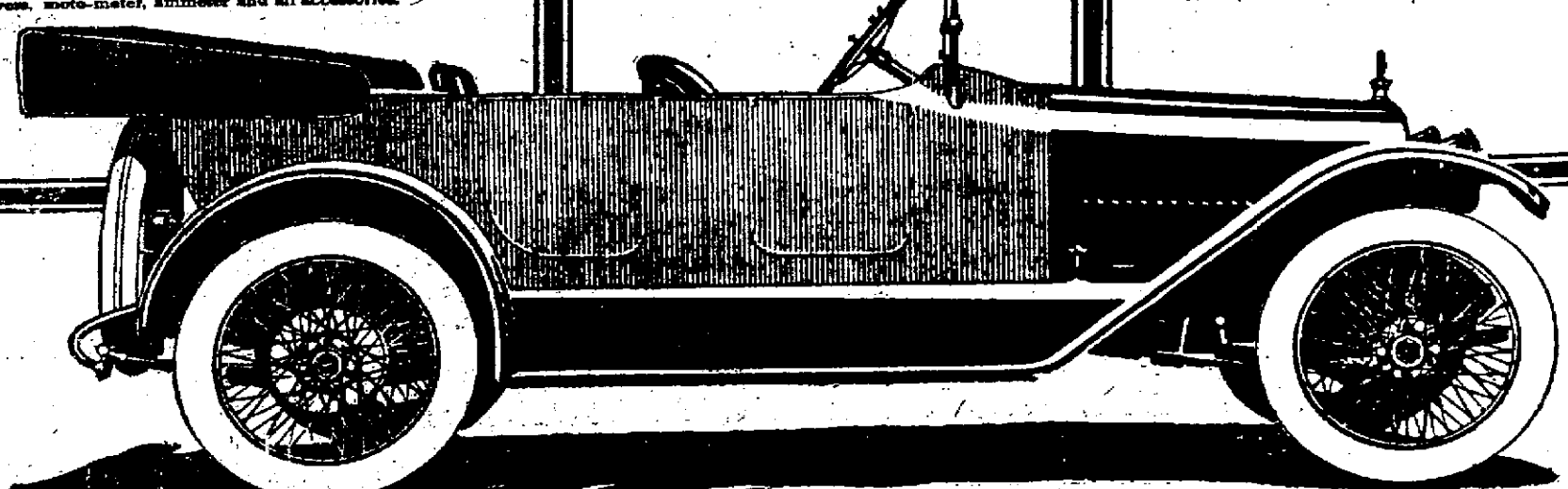
Model 28. 5-passenger touring car. Weight 3100 lbs. Wheelbase 121". Price \$2095. Closed Car \$2760.

Model 29. 4-passenger roadster. Weight 3100 lbs. Wheelbase 121". Price \$2225.

Model 31. 7-passenger touring car. Weight 3200 lbs. Wheelbase 127". Price \$2225. Closed Car \$2890.

Demountable Sedan and Coupe tops for all models \$275. Wire Wheels Included. F. O. B. Kokomo.

All models are completely equipped, including seat covers, motor-meter, ammeter and all accessories.





## COMMERCIAL CLUB ROAD COMMITTEE'S PLANS FOR SEASON

(Continued from page 2, 1st section.)

heart, and it is the hope of the committee that individuals throughout the county will be heard from frequently upon this subject.

The committee also expects to work in close harmony with the board as well as Mr. C. B. Moore who has expressed his willingness to co-operate in any way he can. Last fall a large delegation consisting of the boys and their parents from Rock county was taken by bus from Janesville and Beloit to the Rock consolidated school north of Rockford where they inspected the concrete road which was built from the school south to Rockford. Those interested in the construction of this piece of road gave to the Rock county visitors many details relating to the increase in land values, and expense, already had done for that piece of road in Winnebago county in Illinois.

After the road inspection the auto party proceeded to Marlem Park, Rockford, and there spent the day at a community picnic. Some such picnic outing as this again is promised for all those who enter the contest this coming summer.

Those who desire to enter in the road contest will please consult his town chairman and if his town will co-operate in this movement, write or phone to Mr. B. V. Kuhn, secretary of the Janesville Commercial Club, or a member of the Good Roads Committee as listed above and each town will receive a blank to fill out and a piece of road will be assigned to him. It is hoped those who are interested will enroll at once in order to get the club activities in motion as soon as possible.

Just now Rock county is much interested in getting her share of the Trunk Line System which is being worked out by the state authorities. This Trunk Line System is to meet the financial needs of the state. The federal government has appropriated a large fund, running into the millions, which can be drawn upon by each state. The state is to put up a certain amount of money and each individual county, in order to get its share, is to put up a certain amount. A number of bills are now before the legislature which will cover the details of how the money is to be brought about in an equitable manner. Rock county should not be behind any other county in the state to protect her share of the state and federal aid when available.

A meeting composed of representatives of the Beloit Commercial Association and the Good Roads Committee of the Janesville Commercial Club was held this winter to discuss the ways and means to further the building of the Trunk Line between Rockford, Beloit, Janesville and Madison.

Rock county under the proposed state Trunk Line Road System would be one of the most favored in the state as it would have fewer than ten Trunk Lines entering and leaving the county. Because of these numerous Trunk Lines the farm values would immediately respond.

The increased value caused by good roads is best appreciated when actual figures are produced from counties where permanent good roads have been in operation. Good roads have single instances on record where the counties would listen for a moment to the suggestion that they go back to the old order of poor roads.

Rock county as far as roads is concerned is one of the most favored in the state and has the greatest future from an agricultural and manufacturing standpoint of any. It is also one of the most favored in regard to railroad transportation and markets.

The day was when a railroad was a much sought after addition to any community, as its necessity and power to enhance values of business and farm property was undisputed. A good road at the present time is taking the same position as a railway did thirty years ago, and the farm owner and the farmer are both interested in the effect.

Much has been done, said and written in regard to increased production on the farm—not so much has been said and done about the profits on the farm. A good road will have as much to do with the net profits on the farm as any single factor affecting the welfare of the community. The expense of hauling, the depreciation caused by poor roads in negotiating poor and impassable roads, are some of the leaks which most vitally affect the net profits on the farm.

One of the largest farmers of Rock county stated the other day that his carrying power to market was controlled by the poorest place in the road between his farm and town. This was a terrible discount on his time and investment in equipment. In other words, he couldn't haul a load any greater than that which his team could pull through the worst section in the road.

A great value of a state wide system of roads lies in their being connected up in through systems.

The great disadvantage of our present system is on account of our improved roads being in short pieces. The average for the state for instance in the last four years under the state aid highway law amounts to the building of about four thousand miles, but it is in three thousand pieces. While each little piece of road has been an education with in itself, how much better would it be to connect up all these little pieces into one great system of improved roads.

The present good roads which we already have should be kept in repair. All these roads which form connecting links and cross from one road to another should be dragged and kept passable, and here is the opportunity for the boys of the county who are interested.

## FORD MAKES 320,817 SINCE AUGUST 15th, 1916

Famous Company Turns Out Large Number of Cars Since August 15th, 1916—Price Remains Same.

No matter where you go you will see Ford cars, those sturdy little machines which are offered for sale at a price that nearly every one can afford to pay. One should not think, however, that because the price is low the car is cheap. The best kind of materials enter into its construction and some of the earliest models made years ago are still giving good service every day in the year.

In Rock county the Ford distributor is handled by three firms, Robert F. Buggs, who has a large, modern Ford garage on North Academy St., maintains the Janesville distributing point. Cullen & Harte of Milton Junction represent the Ford interests in that vicinity. R. B. Townsend handles the Ford territory in and around Evansville.

## DIAMOND TIRES ARE GUARANTEED

Fred Sheldon of the Sheldon Hardware Company says: "Bring back any Diamond Tires that you find anything and we will make good their shortcomings—he they little or big—will make good fairly and squarely, generously and gladly. He is eager to have the slightest trouble in a Diamond tire cleared up."

Sheldon Hardware company have been selling Diamond tires for two seasons now and have built up an enviable business on this line. Now they have branched out into the supply and accessory business also.

## SHELDON ADDS AUTO ACCESSORIES

Well Known Hardware Store Opens New Department to be Devoted to Motorists' Needs.

Motorists will be glad to learn of the opening of a complete auto supply and accessory department in connection with their auto tire department and their general hardware business.

Mr. Sheldon announces that they will carry nothing but very best, obtainable supplies and accessories and that prices will be always most moderate.

## COSTIGAN CLOSING OUT AUTO TIRES

T. R. Costigan, Corn Exchange, who has been agent for McGraw Tires for some months past has terminated the agency and is now closing out the remaining stock of tires and tubes at fifteen per cent under present prices.

## WHATCHAMA COLUMN.

Inventors are men with something to do and no way to do it who do it. We say inventors are men. They are men. You don't find inventors among the lower animals. No, sir. You never heard of a lightning bug trying to put more candle power in his tail, did you? Or a hen trying to lay sideways instead of eggs? No. Nor a toad with a quaternary eye for warts, either.

Inventors are not only men, but they are the type of men who prove absolutely that they never were monkeys, or tadpoles, or tuna fish or anything else but men.

Now 100% Over-Strength  
Now 24% Added Luxury  
Now 31 Extra Features

We have to announce for the coming season the following Mitchell betterments. Every part which meets a strain is now twice as strong as need be.

We now build our own bodies. The saving we make goes into extra luxury. We have added 24 per cent to the cost of finish, upholstery and trimming. The new cars are superb.

And we have increased our extra features to 31. These are attractions which nearly all cars omit.

All Are Results  
Of Efficiency

The Mitchell is built under John W. Bate, the famous efficiency expert. The whole Mitchell factory—the model plant of America—was built and equipped by him.

The Mitchell car of today is the final result of his efficiency methods. He has worked out in it more than 700 improvements.

All that we give you in extra value is due to John W. Bate. It is paid for by factory savings.

Double Strength  
We have claimed heretofore 50 per cent over-strength in

every important part. It made the Mitchell a marvel of endurance. Seven Bate-Built Mitchell cars have already averaged 175,000 miles apiece—over 30 years of ordinary service.

But Mr. Bate has aimed at a lifetime car. Part by part he has brought the car up to double strength.

Now, for the first time, we announce a Mitchell with 100 per cent over-strength. Every part is twice as strong as need be. We have adopted constant tests to prove it.

That means oversize parts. It means a wealth of Chrome.

TWO SIZES  
Mitchell ger Six, 7-passenger, 48 h. p. A high-speed, economical 48-horsepower motor. Disappearing extra seats and 31 extra features included. Price \$1460, f. o. b. Racine

Mitchell Junior, 5-passenger, 40 h. p. Six on similar lines with 120-inch wheelbase. A 40-horsepower motor—4-inch smaller bore than larger Mitchell. Price \$1150, f. o. b. Racine

Also all styles of enclosed and convertible bodies. Also demountable tops.

31 Rare Extras  
We include in the Mitchell 31 features, most of which all other cars omit. They are wanted extras, like a power tire pump, a locked compartment, a tonneau light, springs which have never broken.

Mitchell dealers now have these new extras. Go see the lines and finish. See the extras. See the endurance records. See what Bate efficiency methods have done for this famous car.

MITCHELL MOTORS COMPANY, Inc., Racine, Wis., U. S. A.

GENERAL PERSHING IN  
DODGE BROTHERS' CAR

COMMANDER OF AMERICAN TROOPS ENTERED MEXICO IN DETROIT PRODUCT.

Other Dodge Brothers' Motor Cars Were Used to Transport Supplies Until Arrival of Big Trucks.

According to detailed advice now arriving from the border, Dodge Brothers' motor cars have played a prominent part in the invasion of Mexico in pursuit of Villa.

When General Pershing led his troops across the border he traveled in a Dodge Brothers' motor car, and four other touring cars were used in the transportation of supplies.

Reports on the performance of the Dodge Brothers' car that carried General Pershing on the first advance, an army officer said:

"We had practically to make our own roads and from what the Dodge Brothers' car did on this trip it is evident that it could climb a wall. The car went through mountain passes and over places where it was necessary for the engineering corps to blast out a trail before the trucks coming after could get through at all."

DORT LAYS STRESS  
ON ITS SERVICE

Organization of Factory Experts Back of Warranty, Says F. F. Burgoyne, Agent.

"Be convinced—not persuaded," is the advice to the prospective buyer by the Dort people. Give by F. F. Burgoyne, agent, whose agency is at Edgerton.

The prospective buyer has three things to consider in purchasing a car, the responsibility of the makers, the efficiency of the car, and the practicability of the purchase. The Dort lays great stress upon its service.

Back of the standard warranty issued on all Dort cars is an organization of factory experts and a service of frequent systematic inspection, whose sole duty is to bridge the gap between unfamiliar owners and the best, most satisfying use of their Dort cars.

Instead of claims this guarantee puts action and in the place of promise, performance.

The mechanical principles upon which Dort cars are built were fixed after a careful study of the motor-ing needs of those who desire a simple, serviceable car of low first cost, minimum of upkeep, expense and driving comfort.

KISSEL MAKES WINTER  
MOTORING MORE PLEASANT

"The joys of winter motoring, now appreciated and experienced by a very much larger percentage of Minnecapoliens, is a recent realization," says F. B. Burton, distributor of Kissel Cars.

"The development of the closed car was not very encouraging up to three years ago. The demand had been small production in keeping and prices consequently high.

"Then along came Kissel with an inspiration that changed all that. The idea of an all-year car. What the all-year car has done for the industry is history. That it has increased the automobile calendar from six to twelve months revived each year the making of an extra car, instilling in them new life, energy and profit—is a conceded fact. So much for the effect of Kissel's innovation on the marketing of cars."

MITCHELL USED CARS  
COMMAND HIGH PRICES

Unique Auction Plan Tried by Worcester, Mass. Dealer, Proves Big Success.

Dealers in Worcester, Mass., last week tried the auction plan of disposing of used cars, and with success. That similar auctions are to be held every three or four months. At the first sale, which was held at the local fair grounds, over 600 buyers were present, many coming from a considerable distance, and over 100 cars were disposed of in two days.

Each car was ticketed with a card giving its exact condition, as determined by an expert, and the Worcester Automobile Association, which promoted the auction, guaranteed each car to be as represented.

Backed by an accurate knowledge of what was to be had, buyers were given confidence in the machines such as is seldom injected into used-car deals. The majority of the purchasers had never seen the cars before the day of the auction, and were content to consider but two things, the amount of money they could spend and the statements of the conditions of the cars.

The highest price paid was \$1100 for a car selling at \$3000 to \$4000, and the second was a Mitchell "Six of Sixteen" which brought \$900 after being used more than a year and costing \$1250. The "life-time" construction claimed by the Mitchell people.

One of the most unusual features of the sale was the number of dealers who bought cars on which he saw the prospect of profit for the making of a few repairs. Many dealers from out of town also bought cars, and drove them home immediately.

CROW-ELKHART ACHIEVES  
BIG MOTOR FEAT

The most interesting innovation in its effect upon automobile performance that is featured at the automobile show is the counter-balanced crankshaft-motor, just announced by the Crow-Elkhart Motor Company.

The counter-balanced crankshaft motor adds 35 to 50 per cent extra power to the motor, according to the speed with which it is turning over. It allows one to travel in the Crow-Elkhart at sixty miles an hour with no more sensation of speed than fifteen miles per hour, according to authorities.

From a standing start the car will pick up to forty miles an hour in twenty seconds and will creep along at a walking pace under three miles an hour on high gear.

This is said to be a remarkable range of power for a \$795 automobile and possesses a quantity of smoothness or "lumpy" power as officials term it that has not been known in this type of automobile construction.

"Constant torque" is at the present day uppermost in the minds of motor car engineers, and engineers have sought to achieve it in many ways. It remains for Martin E. Crow, president of the Crow-Elkhart Motor Company to introduce in his own car the principle of so counterbalancing the crankshaft that its own momentum eliminates vibration and increases power.

The Crow-Elkhart car is now for sale at Janesville by Fred B. Burton, 111 N. Jackson St.

MOTOR CAR MAKERS  
FACE PRICE RISES

Some Automobile Materials Have Moved Ahead 300 Per Cent. Steels Lead List.

"Back of the increased cost of labor and materials, which has been

set forth as the prime reason for many price advances in the last year is a wide and deep sea of real truth in the automobile industry. If for nothing more than prices and material market conditions this year will be phenomenal in motor car history."

It is in this way that Don L. Watson, assistant general manager of the Haynes Automobile company, sums up the motor car manufacturing aspect of the coming year. In his seventeen years of continuous service for the Haynes company, Mr. Watson has learned the automobile manufacturing game as it has developed from a puny industrial infant to the commercial prodigy of modern times.

"To be specific about material prices," says Mr. Watson, "it is only necessary to mention the open hearth steel used in automobile drop forgings, which has gone up from 160 per cent to 300 per cent. Next to open hearth, nickel steel has given itself over to making marked advances in price. This material, which we use extensively in making Haynes chassis, is resting temporarily at marks doubling those of last year.

"The aluminum market has fallen far short of being stationary, with its present quotations tripling those of two years ago. Tires are higher with increased prices for crude rubber and fabric. Leather, top materials, copper tubing, the sheet metal used in making fenders, bonnets and

dust pans are from twenty-five to 100 per cent higher than in previous years. Then with these advances, the labor cost, which is the largest single item in making a motor car, has increased by a generous percentage.

"A number of automobile manufacturers have revised their retail list figures, but with this they are scarcely keeping up with the procession. Prices to the owners in rare cases have been increased more than ten per cent. With basic materials from one to three times as high as they have previously been and no material at a standstill, it looks as if the car buyer will get more for his outlay this year than ever before."

# REO

## "NO CHANGE IN PRICE"

Last year's prices still prevail on the Reo cars, the Fours still sell at \$875.00 and the Sixes at \$1250.00 and are two cars that are in a class by themselves.

Every part and every wearing surface is built 50% over six probably not necessary but it certainly puts that lasting and wearing quality into them. One thing "The Reo" the Gold Standard of the World is known for and they compare very favorably with cars selling in the 2 and 3 thousand class, being equipped throughout with the best known bearings made—the Timken and the Hyatts.

The motor remains precisely the same with the exception of a change in the intake manifold and carburetor which have been redesigned so the owner of a Reo can use the low grade of gasoline that is now being used, the change is a small thing to find but a big thing to get.

The Reo is one of the best balanced cars on the market today and it is a very common thing for a Reo owner to get from 8 to 10 and even 11,000 miles on one set of tires, this has been done, and can be proven. Better call and get better acquainted with this wonderful car, demonstrator on the floor.

## PRIELIPP & WEIBLER

212 E. Milwaukee St.

## Price Advance April 1st

Another \$100 will be added to the price of Cole Eight touring cars and roadsters April 1.

These are the models the sales of which have increased more than 200 per cent. during the first two months of this year despite similar price advance January 1.

As a result we have been forced to put into the production of these two models materials which we had not counted on beginning to use until July—materials purchased at the present higher prices.

Consequently, we are obliged to announce the second increase in price 90 days ahead of the date originally set.

Our contemplated production of 10,000 Cole Eights for 1917 will not be disturbed, however. Our entire present allotment is at your disposal at the present price—\$1695.

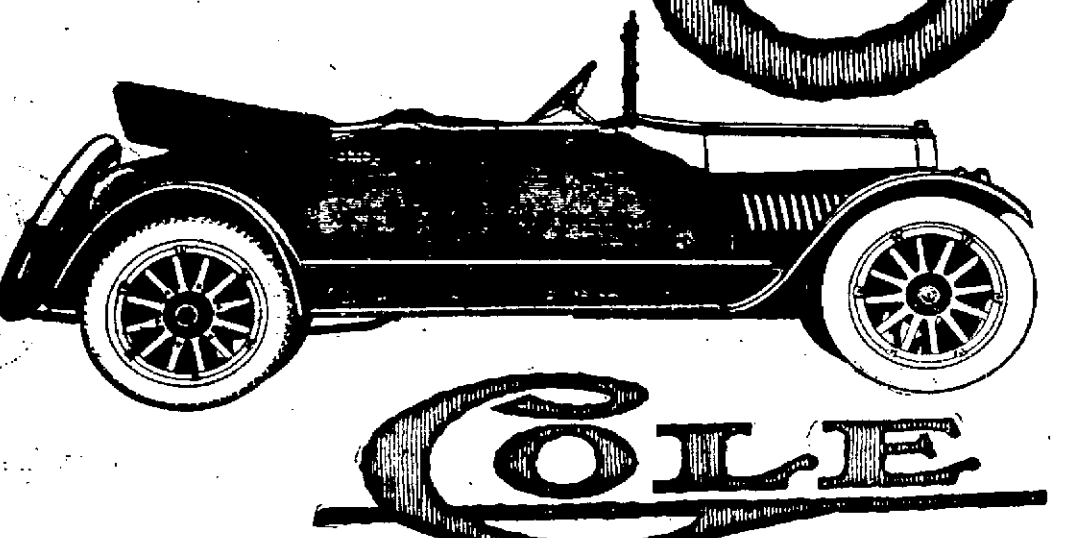
You can save \$100 by buying before April 1.

TOURING CAR	\$1695
TUXEDO ROADSTER	\$1695
TOURSEDAN	\$2295
TOURCOUPE	\$2295

f. o. b. Factory  
Prices of Touring Cars and Roadsters will be increased \$100 on April 1.

## STRIMPLE AUTOMOBILE CO.

WM. T. ALDERMAN, Mgr.



STRIMPLE AUTOMOBILE CO., W. T. Alderman, Mgr.



# A Power Miracle

Today for the first time we announce the Counterbalanced Crankshaft Motor Car. It effects a complete transformation in automobile performance. It adds 35% extra power.

Attend the important first public exhibition of this Crow-Elkhart wonder car, now being held in our local showroom. See the goal for which engineers have strived for years—at last have realized. Get this information for your own instruction. Motoring now is a different kind of traveling.

Continuous silky power flows through the car. In this \$795 automobile you get performance which builders of costly multiple-cylinder cars have been striving to attain BY ADDING CYLINDERS.

You travel 60 miles an hour with no more sensation of speed than at 15 miles an hour. From a standing start you pick up to 40 miles an hour IN 20 SECONDS! Then lull down to a creeping pace—less than a walk—UNDER 3 MILES AN HOUR ON HIGH GEAR!

Here's the most wonderful range of power you have ever known with the most amazing smoothness, a quality of smoothness that is NEW.

This is the much talked-about constant Torque—uppermost in the minds of automobile engineers. They have sought to achieve it by building sixes, eights and twelves. They tried to accomplish it by making power impulses overlap. It remained for Martin E. Crow to introduce in his own car the principle of so counterbalancing the crankshaft that its own momentum eliminates vibration and increases power. All these extra advantages come from the counterbalanced crankshaft.

## No Other Established Car Under \$1250 Has a Like Improvement

One car in the higher priced class has accomplished a similar result with its motor.

The Crow-Elkhart is the only car of moderate price and real economy which now contains this miraculous silky power.

Your judgment of motor cars must now be revised to meet this new standard. Not in many years has there been such a fundamental change of such far-reaching importance.

## A Silken-Powered Car

Drivers who take the wheel of this new Crow-Elkhart find that all speeds seem to run together—to merge. The flow of the power seems the same from 20 to 30 miles, from 40 to 50 and 60 miles an hour. The sensation of speed is lost. Relaxation is complete at all times. You lounge back, not realizing that the car is going so fast.

This increases the usefulness to you of the motor car. You may never extend this car to a high speed—yet that tremendous volume of silky energy

is at your command every instant. It levels the rough spots in the roads—the hard hills—and with the lazy ease of a giant carries you effortlessly out of the tight places in traffic.

The welcome that will greet this remarkable improvement will be nationwide. Motorists will be quick to realize the advantage of this new kind of power for all conditions of travel and for all service expected of motor cars.

## Climaxes the Success of the 9-Year Chassis

Martin E. Crow is known in automobile engineering circles for the development of the 9-Year Chassis. He has given to it the best years of his life.

For almost the entire lifetime of the industry he has worked on this one chassis while watching Crow-Elkhart cars in their millions of miles of service. And this chassis is today the basis of the silklike power created by the counterbalanced crankshaft construction in the motor.

Engineer Crow developed what was probably the first "L" head motor—now the accepted standard. Successively he introduced such features as larger bearings, crankshafts and camshafts—valve cover plates—helical cut gears—large size valves—detachable cylinder head—piston oil ports preventing smoking, and other important advancements. So that Crow-Elkhart cars are full of new ideas—created by great 150,000 to 200,000 mile individual service records.

## The Year's Sensation Is Here Today

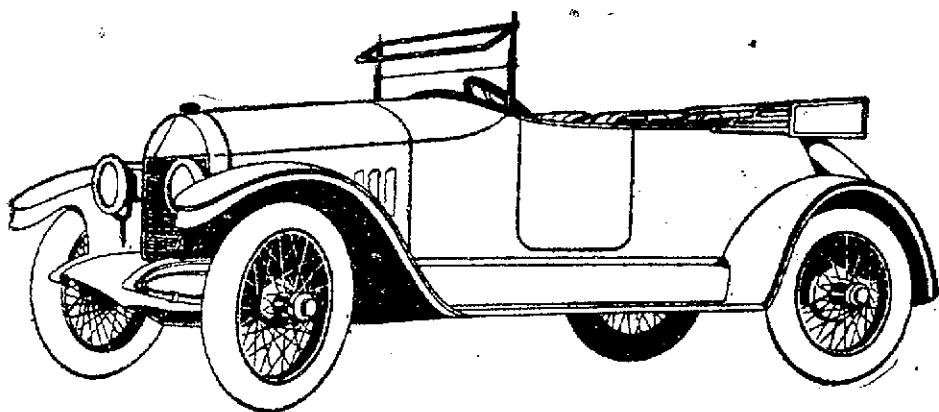
Crow-Elkhart Cars—shown in colors—are so beautiful—of such fascinating design—that you may for a moment be carried away with their appearance. Remember, that under the hood is this motor miracle; that in steel, aluminum and fine fittings lies the secret of this mechanical magic. Therefore, do not attend our exhibit without studying the counterbalanced crankshaft motor and its mechanical wonders. Seek to inform yourself thoroughly on the reasons motor power has now been so completely transformed—why it is silky—why it is so silent.

Sold By  
**Fred B. Burton**

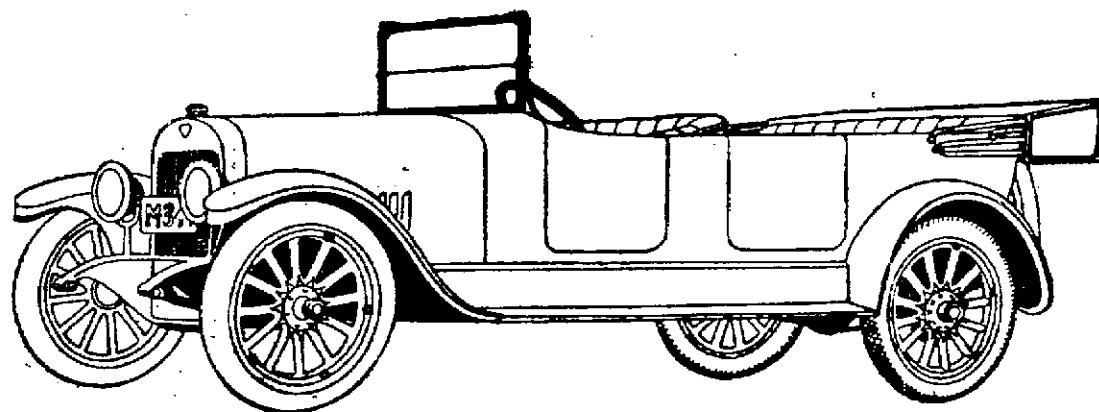
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Manufactured by  
**Crow-Elkhart Motor Company**  
Elkhart, Indiana

# Crow-Elkhart \$795



Four-Passenger Cloverleaf Roadster, \$825 with Wood Wheels;  
\$845 with Wire Wheels.



Touring Model, \$795.